

The Lion Roars



Published by the LIONEL® COLLECTORS CLUB OF AMERICA

Bimonthly February, April, June, August, October, December

All Aboard the LCCA Express!



Convention Registration
Brochure with this issue!

President's Report

There's lots of "new" news for the Club and upcoming things to look forward to in this New Year!

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Contact Jerry Dangelo
(815) 397-2104

UPCOMING LCCA EVENTS**March 16-17, 1996**

Fairhope, AL (Mobile area), at Faulkner State C.C.

Gene Kelly (334) 928-3431 is hosting this event with co-host George Nelson (334) 990-9144. Tables \$6. Public admission is \$1 and children are free with an adult. Setup 7 AM on Saturday the 16th with trading 9 AM to 5 PM, and Sunday trading 10 AM to 4 PM. Faulkner Gymnasium is located one block east of the Art Festival site in downtown Fairhope.

March 24, 1996

Mechanicsburg, PA, at Silver Spring Comm. Fire Co.

Tom McCurdy (717) 697-6712 is your host. Tables \$8 for LCCA members and \$12 for non-members. Public admission is \$3. Under 12 free. Setup 6 AM. LCCA trading 8-9 AM. Public trading 9 AM-3 PM. The Fire Company is located at 6471 Carlisle Pike.

March 31, 1996

South Beloit, IL (Rockford area), at Holiday Inn

Jerry Dangelo (815) 397-2104 is hosting with co-hosts Chuck Seddon (815) 654-1705 and Brady Thor (815) 398-0874. Tables \$10. Guests \$4. Registration & setup at 8 AM. LCCA trading 9-10:30 AM. Public trading starts at 10:30 AM. The Holiday Inn Holidome is at Highways 51 & 75. Table reservation is suggested.

July 23-28, 1996

26th Annual Convention in Grand Rapids, Michigan

As shown in the Brochure with this *TLR*, there will be plenty of family-oriented sights to see and things to do at the LCCA's Annual Convention with its theme of "**A Grand Twenty-Six in Ninety-Six!**" Send in your Registration early.

Lionel L.L.C.

In my previous report I reaffirmed what you already knew. I.e. Lionel Trains, Inc. had been sold. I have been advised that the new Lionel has secured Gary L. Moreau as their new President and CEO, effective January 8, 1996. He was formerly with Oneida Ltd. where he held the position of President and Chief Operating Officer. When you get to and read page 30 you will find a press release outlining his qualifications. I know you all join me in welcoming Mr. Moreau to the world of Lionel and the LCCA.

By the time you read this report, I will have already been to Lionel attending the 1996 "Dealer Preview" of the new line and hopefully will have had a private visit with the new President. I will report on my visit in the April, '96 issue of *The Lion Roars*.

Membership Drive Update

The new direct mail membership drive kicked off on November 8, 1995 and I am pleased to report that our total membership has increased by approximately 1,000 members. These membership drives (which also include our *Classic Toy Trains* ads) are rather expensive and you can help your Club (and yourself) by each of you securing new members. Just think - if each of you would secure just one new member, we would gain 11,000 new members. And at no cost to the Club! The greater the number of members, the more likelihood that we won't have to raise your dues. As President John F. Kennedy once said, "Ask not what the Club can do for you, but rather what you can do for your Club", and for yourself (paraphrased).

New Advertising Update

I have received many compliments on our new ads in *Classic Toy Trains*. But as I said above, the ads and the direct mail campaign are very expensive. Copies of both new ads and the direct mail flyer are on page 29.

Interchange Track

Our new "copyrighted" format is the talk of the industry. More and more, collectors and dealers are using the *IT* as a price guide and why not? Where else can you get up to date prices every 60 days? No where else! Considering we send the *Interchange Track* via First-Class mail, with no member surcharge the other clubs impose, makes your Club the club with the lowest dues of any other club. If you don't believe me — compare it for yourself. One thing to remember. If you don't price your items for sale, your ad will not be published.

The Lion Roars

What more can I say that has not already been said about *The Lion Roars*. Just compare your full color magazine and

its articles to any of the other clubs' publications and you decide which club has the best publications.

Lanterns, Stocking Stuffers and 1996 Convention Car

All these special Club commemoratives are still available for sale and I encourage you to purchase these collector items for your collection. Sales of the Pere Marquette Standard O boxcar are brisk but remember your order must be postmarked by March 1st and received by us no later than March 8, 1996. Order now while it's still fresh on your mind. We will only order from Lionel the number of orders we receive. There will be no "extra" boxcars ordered for sale.

Comments Welcomed

In the last issue of *TLR* I requested that you send me your ideas and suggestions. To date I have not received one letter. Could it be that we, your Officers, Directors and Appointed Officials are doing everything perfectly? I hardly think so! As the old saying goes, and I quote..."The only ones that don't make mistakes are those that don't do anything" (for the Club). It's your Club and yes, you have a responsibility to provide input that could improve your Club's operation. Frankly, I cannot really understand membership apathy. Help me make your Club better. Contact me, please.

Closing Notes

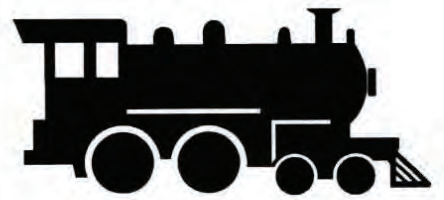
I am, along with your Board and Officers, looking into the possibility of having our 1999 Convention on an ocean going cruise ship or on a large inland waterways steamship. I will present you with more information on this subject in the next issue of *TLR*.

By the time you receive this issue, the deadline of February 1, 1996 for volunteering to run for office will have expired. I think I should mention that all those submitting applications to run for office will be subject to editing. In the past we have evidenced and published some puffery, spin, half truths. This will no longer be tolerated and I have so instructed the Nominating Chairman, Mike Sciavico, to make sure that all statements are 100% truthful and factual. No exceptions!

Lastly, as I write this report, Christmas '95 and '96 New Year's celebrations have just past. It's now time to wish all of you that celebrate Easter or Passover to have a happy and holy holiday and don't forget to make your Grand Rapids, Michigan, Convention reservations, early.

Al Otten, President

Speck(man)tacular!! Train Trip Through Time



Story and Photos
by Lloyd B. Walton

“If you buy another train,
I’m going to leave you,”
my wife said.

The sign stands out boldly on a wall in the home of Dr. Glenn Speckman, RM #5981 and Past Potentate of the Shriner’s Murat Temple in Indianapolis, Indiana. In the basement, every space is filled from floor to ceiling with literally hundreds of model trains.

“I’m going to miss her!”, the sign concludes.

But Linda Speckman’s quiet smile suggests she doesn’t consider the trains a threat. In fact, she admits Doc’s train collecting hobby has become a family affair.

“He’s taken me to some strange places looking for trains,” she says. “Attics, basements, swap meets - and he haunts flea markets.”

Doc concedes that Linda is his ‘chief mechanic’ when something goes wrong.

“She’s much better with mechanical things than I am,” he admits.

Linda’s handiwork also shows up in the ‘mini-acres’ of landscaping that add realism to dozens of elaborate train layouts.

Glenn still has his first train - pulled by a gleaming steam locomotive that looks in mint condition despite its 60-plus years of age. His Dad gave him the train when he was four years old, but Glenn didn’t get a chance to play with it until he was 12.

“Dad liked to play with it himself,” laughs Doc. “He used to set it up every Christmas and none of us was allowed in the room until it was completely set up.”



The railroading physician is dwarfed by one of the many minutely detailed rail layouts that call the Speckman’s basement Home Base.



Dr. Speckman displays the train his dad gave him when Glenn was four years old. A hobo clown solemnly views the action.

Walking into Doc and Linda's home is an adventure. A trip with "Alice Through the Looking Glass." Virtually reality at its best. A true "Wonderland."

Trains everywhere. Dozens of them. And railroading memorabilia of all sorts - railroad calendars, crossing lights, old Pullman dining car menus, even the iron steps the Pullman porter put down to help you into the cars.

I'm sure that anyone over 30 - or 40 - or 50 - will experience *deja vu* - the feeling they have 'been there before.'

I did. The chug, chug, chug of a steam locomotive pulling out of the station, accompanied by the mournful wail of its steam horn, whisked me quickly back to 1939.

Mental movies replayed my first train ride. A four-day and four-night

troop train ride to Dayton, Washington. A full day stay in the freight yards at Chicago - even milk trains and cattle cars took precedence over troop trains in those pre-WW II days.

As one of Doc's sleek mini locomotives jumped the track, and he caught it before it crashed to the floor - my mind provided instant replay videos of the 38th Division troop train wreck as it rounded a Mississippi bend on its way to Camp Shelby in early 1941. Dozens of overturned cars and scared GI's (including me) scattered over 20 acres of right-of-way.

Peering into the windows of a German-made scale model and seeing the happy mini-people dining and having fun, propelled my mental movies to 1953 and the Murat special train on its way to the Imperial Session in New York City.

That train ride was where I learned the exotic effect of the "Salty Dog." Being the gregarious type, I experimented with my new drinking friend all the way from Union Station in Indy, to Grand Central Station in New York - with the exception of a short stop at Niagara Falls, where I got off the train, took my first look at the Falls - then hurried back to the train for another Salty Dog.

But the misty memories fade as Doc's voice comes through, describing the ever-growing collection. When I first visited the almost unbelievable train "museum" in 1980, it already was pushing hard against the basement walls. Linda was having trouble keeping Doc from taking over the upstairs - and put a firm hand down on the idea of trains invading their bedroom.

Then serendipity entered the picture. A next-door neighbor kept hearing strange noises, like trains running, near their basement wall. They put the condo up for sale.

What would any confirmed, red-blooded train collector do under such conditions? Doc bought the condo and soon had the wall removed and his train empire expanded rapidly.

Then a doctor living on the other side of the Speckmans decided to move - and Doc soon had more expansion room. If the collection continues to grow at the same rate, the Speckmans are on their way to being one of the largest property owners on the East Side.

Doctor Speckman admits that he was never vaccinated against "train fever" as a child and he contracted the disease at an early age. He was four when the first train was given to him, but the fever didn't reach disease proportions until about 40 years ago. That's when Doc and Linda started visiting auctions and flea markets to add to his rolling stock.

In fact, at gatherings of model train buffs, Linda wears a badge that reads: "Pray for me. My husband collects toy trains."

Two signs decorating the basement rail empire probably say it even better. One reads: "Trains make big men little boys and little boys big men."

Another one says: "The difference between men and boys is the cost of their toys."

Tracks with complete train sets dangle from the basement ceiling. Other main line layouts cling to all the walls. And the suspended tracks have provided some quite realistic train wrecks.

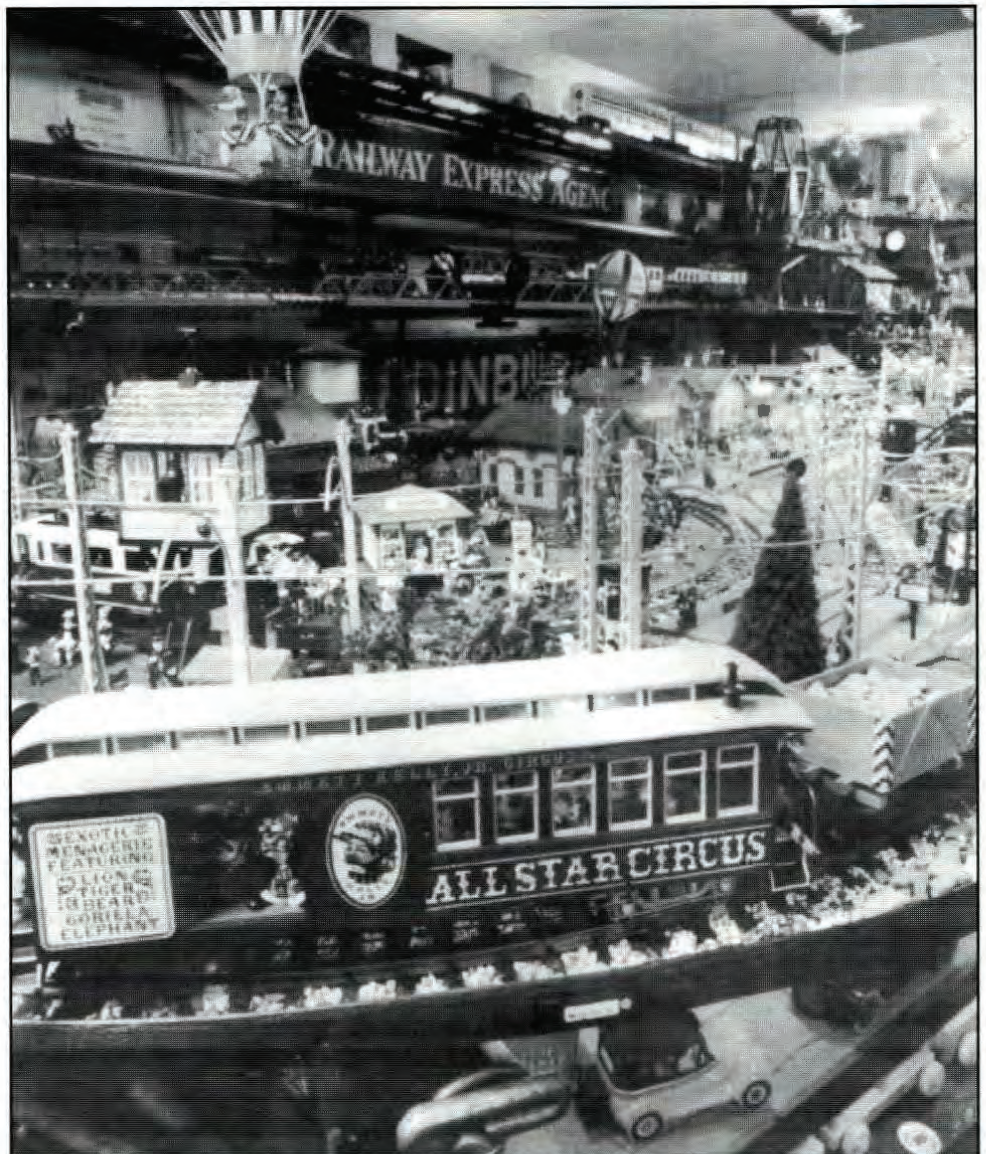
As a train whizzes around a curve and across a suspension bridge, it has been known to hit an open switch and catapult seven feet to the floor. That's when Linda is called on to help "cure" the injured.

And for anyone even thinking about trespassing on the doctor's rail property, a prominently displayed sign has proved a good deterrent:

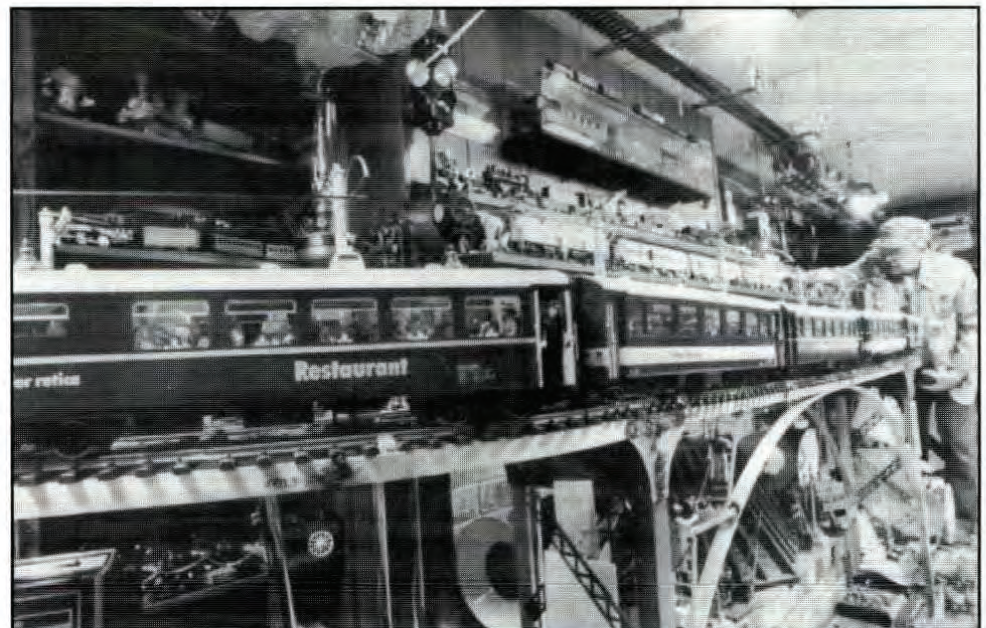
"Is There Life After Death?"

"Trespass Here And Find Out!"

Story and Photos by Lloyd B. Walton. Reprinted with permission from the April, 1995 issue of *The Murat Magazine*.



Emmett Kelly, Jr's circus car is observed by balloonists drifting over the out-bound train.



A German-made train is powered by an overhead cable. Doc provided the passengers in the car. And the diners all have silverware and china dishes on the tables.

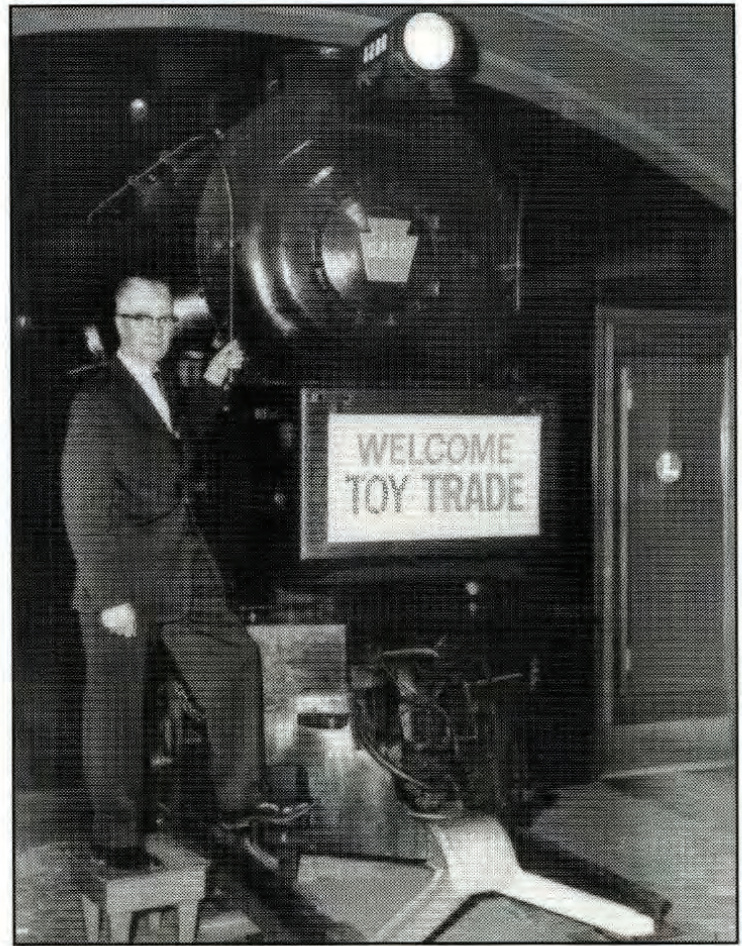
From his travels, a Member brings a piece of Lionel *history* for us to enjoy.

The Summer of 1995 turned out to be a significant one for me as I had various close contacts with Lionel train collectors and leaders. It started by going to the 25th Anniversary Convention in Des Moines, Iowa, and renewing my 15 year friendship with LCCA founder and CM #1, Jim Gates and his wife Josephine. I hadn't seen them in eleven years but even so in all that time I often thought that Jim Gates is one of the few real toy train collectors who had a vision and saw it through. I really believe that by 1970, Lionel was pretty much dismissed by many as a product of little interest. It took a man like Jim to awaken many of us up to Lionel's fabulous history and lots of treasures from the past and that Lionel could still mean something worthwhile in the future.

I met numerous interesting people at the Des Moines Convention including Charter Members Jim Chellis of Oregon, Jim Greytak of Montana, and Charles Welch of North Carolina who became CM #16 when he was 16 years old. I also enjoyed visiting with Regular Members Bill Cooper of Iowa and Jim Reigle of Ohio. While talking with one man, I was pleasantly surprised to learn he was Don Carlson, Editor of *The Lion Roars*. During Friday night's Welcome Party, it was an honor to be able to say hello and shake the hand of the then owner of Lionel Trains, Richard Kughn. He was a very gracious person to meet.

A month later I made a trip to Wisconsin from my home in Canada near Winnipeg. My brother and I visited Roger and Sandy Bailey, whom we hadn't seen in about thirty years when we last visited them when they lived in Minneapolis. Going through family photo albums the night we arrived I was rather awestruck to see the magnificent picture of Roger's dad Eric posing beside the mock engine front at Lionel Headquarters. I knew that Eric had sold Lionel Trains for Sears and Boutell's in Minneapolis back about 1950, but didn't know he had been to the New York Headquarters. Roger told me that his dad had visited both Chicago and New York on business Lionel. There was no writing or date on the back of the picture and Roger didn't know if this had been taken in Chicago or New York. I was able to tell him that this scene would have been New York and that it looked to me as though it would have been about 1950, give or take a year or two.

Roger recalled his dad enjoying those trips as he had the opportunity to fly on Stratocruiser Airplanes.

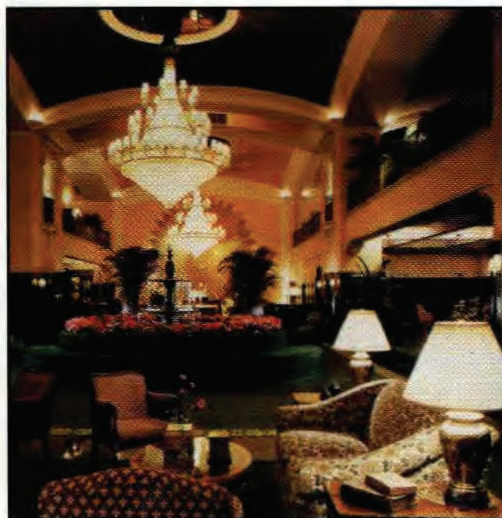


I asked them if I could borrow this photo and submit it to my Club's magazine. Sandy was reluctant at first as she said sometimes these pictures get lost, but as you can see, they did loan it to me. Then I got a real scare when the local photo shop in my town told me they thought they had lost it, or at least couldn't find it! But they did find it and I was relieved to send the original back to the owners.

Eric Bailey and his wife Irma were great friends of my parents and my brother David and myself had many memorable visits in the early 1950's with Eric and Irma and their sons Roger and Fraser in Minneapolis. This picture is very special to me for those reasons but also because I realize so clearly that here is a man I knew very well and he had his picture taken at that magical kingdom called Lionel. I'm pleased to share this photo and story with all the members of the LCCA.

*Donald Taylor, RM #6915
Altona, Manitoba, Canada*

Here's scenes and background on this year's Convention site and Car!



The photos above show some of the many attractions that will all be part of the Club's 26th Annual Convention in Grand Rapids, MI, July 23-28, 1996.

At the top is a view of the City's scenic riverfront, and following is an inside scene from the luxurious Amway Grand Plaza Hotel that will be used for the LCCA's Headquarters. It's a great place to treat your family to a vacation this summer at very affordable rates.

Next is the Grand Center (adjacent to the Plaza) where the Trade Hall and Public Displays will be located. Photos along the bottom of this page are scenes from several of the planned tours.

Take the time to read through the brochure sent with this copy of *TLR* and sign up early for what promises to be another great event for you and your family to enjoy!



The 1996 Convention Car pays tribute to the Pere Marquette Railroad. Named after a famous French priest/explorer during the late 1600's, the PM RR came into existence on November 1, 1899.

Originated primarily to transport lumber, the PM adapted to changing conditions by becoming a major industrial shipper. Its lines stretched across Michigan to feed both Chicago, IL, and Buffalo, NY.

A very important feature on the PM was its car ferry service across Lake Michigan. For most of the railroad's career two lines were operated between Ludington, MI, and Manitowac, WI, as well as between Ludington and Milwaukee, WI. Although car ferry service officially ended in 1978, private ownership has given the Ludington ferry new life.

Known for its innovations, the PM led the way with automatic block signaling, centralized traffic control, improved yard facilities and terminals, and night time way freight service.

The PM RR merged with the Chesapeake & Ohio Railroad in 1947 as a way to bring a more

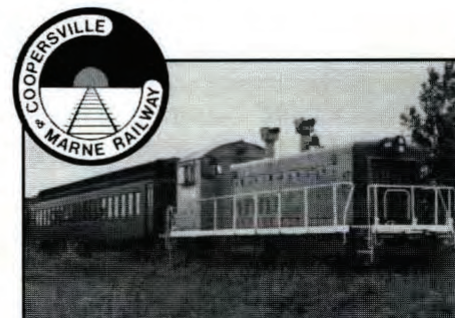
substantial amount of merchandise and industrial shipping to a largely coal trafficking railroad.

The name Pere Marquette could then be seen on several C&O streamlined passenger trains that operated between Chicago and Grand Rapids and from Grand Rapids to Detroit. To this day, Amtrak's *Pere Marquette* continues the rich legacy.

Although now long departed as a fallen flag, the memories of the Pere Marquette Railroad linger over current CSX rail and Lionel offerings. This year's Convention Car is a recreation of the double door boxcars used in the late 1940's as vehicles to transport automobile parts, furniture and general merchandise. Coupled with Lionel's 1993 release of the Pere Marquette Berkshire and passenger service cars, the Lionel Standard O 1996 Convention Car offers an attractive representation of a much used and well appreciated piece of equipment on a well known regional railroad.

Remember, the **deadline** to order your car(s) is **March 1st!**

F. Michael Valentine, RM #10666 and 1996 Convention Host



Here's a layout that honors the golden age of Lionel and has shown that tinplate toy trains, sectional track and out of scale accessories can be made to look amazingly realistic with the proper modeling approach.

Introduction

Like many youngsters growing up in the 1950's, I was enthralled by postwar Lionel trains. As successive birthday and Christmas presents added to my roster, my "empire" graduated from the living room floor to a plywood table top painted green. But it was never quite like the romantic catalogue artwork showing Lionel trains blasting past towns, roaring up and down mountain terrain and chugging over rivers and trestles.

When the toy train bug bit again many years later, I wanted to operate my modest postwar Lionel collection over vistas that captured the nostalgia of the Lionel catalogue artwork. The treeless flat green plywood table with out of scale plastic buildings would not suffice. The beautiful postwar trains needed more majestic and realistic surroundings to breathe life into their operation.

Yearning for scale-like vistas resulted in a challenge which I made to myself in designing and building my railroad empire. I was determined that: (a) the layout had to fit into the average sized basement or family room (no airport hangars or separate train sheds needed), (b) scenery would be realistic and scale-like, (c) out of scale postwar

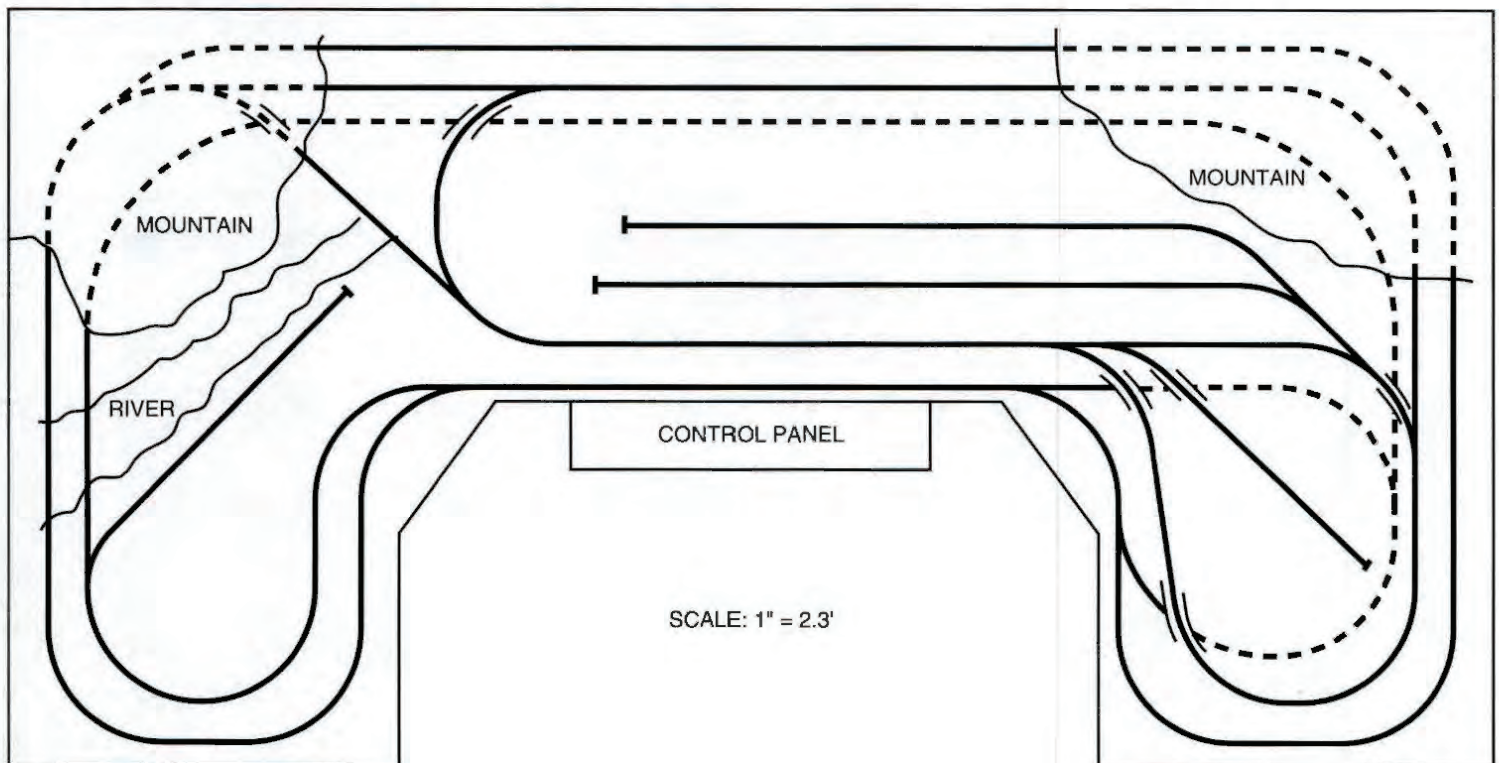
accessories would blend into the motif as realistically as possible, (d) track plan and operations would be as scale-like as possible and (e) everything had to be pure Lionel from the 1950's era. The result is a hi-rail layout which I believe is one of the most exquisite, modest sized Lionel layouts in existence and pays homage to the beauty of postwar Lionel trains.

The layout consists of three 4' x 8' tables arranged into an inverted "U" shape and fits comfortably into a 14' x 20' basement family room. Open grid benchwork was used to facilitate construction of two inter connected levels with realistic scenery effects.

Benchwork and Track Plan

The track plan was custom designed for scale-like operation within the constraints of Lionel postwar equipment and 31 inch diameter O gauge curves. The lower level is fully connected to the upper level via up and down grades on the perimeter mainline. The track plan allows continuous running of one train or simultaneous running of a train on each of the two levels. With two camouflaged reverse loops (Can you find them on the track diagram?), one train can be operated in a loop to loop mode. The hidden trackage on the lower level can be used as a staging area for trains such as is often done on scale layouts. Four spurs or sidings service a freight area, an industrial area and the city. The track roadbed height varies from 38" to 45" above floor level for optimum viewing angle and ease of under layout access.

(Text continued on page 12.)



TRACKSIDES I (Continued)



Photo 1 - A view from the top of western mountain shows the river winding through the valley with the city further in the distance to the east. The lumber mill is strategically positioned on the south bank of the river.



Photo 2 - The east end of the layout features a busy freight yard in the foreground and a mountain with radar antenna in the background.



Photo 3 - A passenger train climbs the grade in front of the city located on the upper level. If the engineer throws the correct turnouts, the Berkshire steamer in the foreground will eventually chug into the station where passengers eagerly wait to board.



Photo 4 - A New York Central F3 A-B-A pulls a load of vintage 6464 boxcars out of town and heads west on the upper level mainline.



Photo 5 - Main street is a busy place as a nearby Seaboard switcher backs a cut of cars past a barrel loader on one of the city spur tracks.



Photo 6 - A Burlington GP-7 with a consist of empty coal hoppers rumbles out of the western mountain tunnel and crosses over the valley river.



Photo 7 - The west end of the layout features an industrial area with operating oil derrick in the foreground. West mountain looms in the background with the rotary beacon on top to warn approaching aircraft.



Photo 10 - A Brunswick green GG-1 with Madison passenger cars pulls into the station in a scene reminiscent of postwar Lionel promotional artwork.



Photo 8 - A Wabash GP-7 spots a log dump car in front of the lumber mill.



Photo 11 - The east end freight yard is still active as nightfall arrives and the city lights appear in the distance.

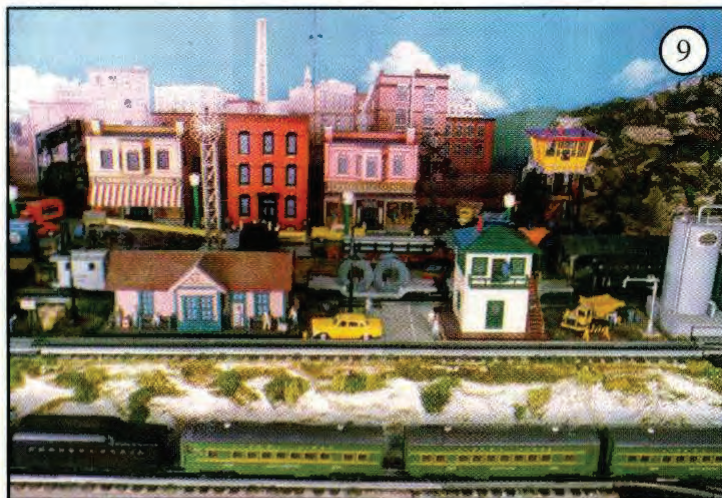


Photo 9 - The passenger station, switch tower and bustling city highlight the center portion of the layout.



Photo 12 - The haunting blast of a steam engine whistle can be heard in the valley as the city lights come on at nighttime.

(Continued from page 9.)

Trackwork

All track is standard issue Lionel postwar O gauge sectional track scrounged from under tables at train meets. The track was cleaned of grime and rust, and the sides of the center rail were painted flat black with a small brush. Track from the 1950's has a realistic flat gray appearance just right for a scale-like effect. The roadbed was constructed of 3/4" pine with a top layer of 1/2" Homasote for sound deadening. All fourteen switches are postwar Lionel 022 issues and the unattractive switch motor housings are all covered by either hard shell scenery or scratch built structures. The track was individually cut to odd lengths where necessary to fit the custom plan. Some very short pieces were necessary and one track section is only one inch in length! Each standard straight or curved section has eight additional ties cut from wood strips and stained dark brown. The layout has over 800 of these additional hand made ties. Light gray limestone ballast from Highball Ballast was bonded in place with matte medium. I believe that the photographs show that with proper attention to detail, tinplate sectional track can be made to look surprisingly realistic.

Equipment and Accessories

With a few exceptions, all equipment and accessories are excellent condition Lionel postwar pieces. The accessories are fully operational (most of the time). Out of scale Lionel accessories look reasonably good in the setting of mostly scale-like structures and scenery. Even the tight O gauge curves appear less toy like. The semaphore, highway flasher, switch tower, crossing gates and gateman are activated by several sections of insulated outside rail for more realistic operation. All buildings are lighted with variable light intensity controlled by the C post of a ZW transformer which allows for dramatic nighttime operating effects.

Operation

The layout is powered by two ZW transformers and wired for cab control operation — the type of control commonly used on scale layouts. The track is divided into twenty insulated blocks and each block is controlled by two single pole, double throw (SPDT) switches. By varying the SPDT switch settings, each block can be assigned to either the A or D post on one ZW or the D post on the other ZW. Use of cab controls allows for limitless and realistic operating capabilities.

Scenery

One seldom mentioned advantage of a modest sized layout is the amount of scenic detail that can be incorporated — a level of scenic accuracy rarely achieved on large toy train empires. Scale-like scenery techniques over open grid benchwork were used on this layout. Most techniques were adapted from the Dave Frary methods.

Terrain is window screen stapled to wood supports and covered by Hydrocal soaked paper towels. The base scenery is Woodland Scenics ground foam, lichen and foliage clusters bonded in place by matte medium. Evergreen and deciduous trees were made from Woodland Scenics tree kits and other evergreens are from Faller. Two mountains highlight opposite ends of the layout and the peaks are almost six feet from floor level. Structures are either scale cardstock buildings from Pioneer Valley Models with Grandt Line windows and doors, Lionel buildings or scratch built buildings. Water from the river is EnviroTex two part epoxy coating over a painted base. People are from Artista and vehicles are Ertl or Eastwood. Miscellaneous items that bring the scenes to life such as mail boxes, trash cans, barrels and fire hydrants are from Oakridge Corporation. The backdrop sky from Yankee Junction and the cityscape from Pioneer Valley Models are both glued to 1/4" foam core to give surprising depth and realism. The entire layout is surrounded by four inch high Lucite barriers screwed to the fascia to prevent any postwar Lionel treasures from making an unhappy landing on the floor.

Summary and Acknowledgements

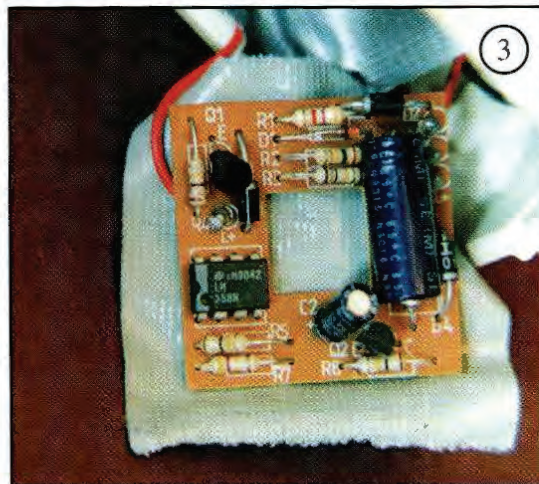
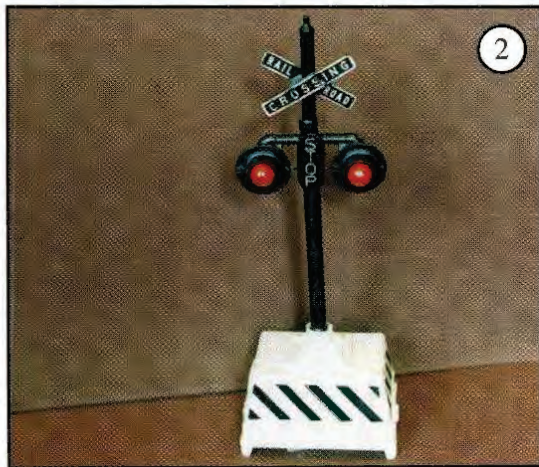
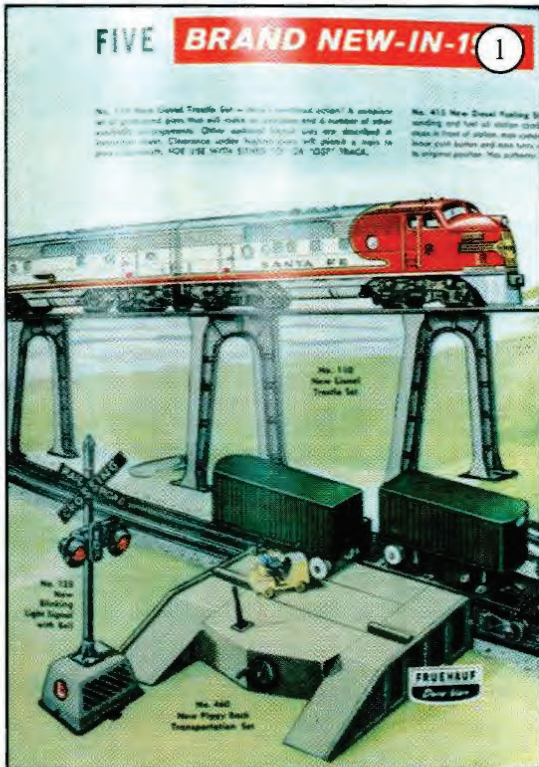
This hi-rail postwar Lionel layout combines the joy of toy trains with the realism of a scale-like environment in a space readily available to most hobbyists. I believe that my railroad proves that the majesty suggested by the Lionel catalogue artwork of the 1950's can be captured on a modest sized layout. I hope that my layout inspires others to honor their beautiful trains by allowing them to operate over equally beautiful vistas.

Jeff Kane, The Train Tender, skillfully repaired and tuned up many of the engines, operating cars and operating accessories.

Geoffrey Listger took the photographs using a Nikon N-90 camera with lens from 20 mm to 200 mm. Night scenes were photographed with 1600 speed film using exposures of 2 to 30 seconds.

Richard Magnussen, RM #7158, Rochester, New York

With new found technology, a member proves a piece is
 “Not ready for the undertaker!”



It was a gift from Aunt Lowana and Uncle Troy. To the best of my recollection: Christmas, 1959. The #155 Ringing Highway Signal is a favorite of mine. It looks so realistic. **Photo 1** is page 37 of the 1955 Lionel catalog showing the new accessories for that year and featuring the signal. I had seen several of these in and around my hometown of Cincinnati, Ohio. I liked the base, but I liked the action the best. From articles I have read, I was lucky: my #155 worked flawlessly. I liked the way the lights flashed compared to the #154 whose lights just seemed to twitch! And I liked the bell. Who cared if it ‘dinged’ ever so slowly? But it worked! That is, until a good friend came by. He thought he could speed up that bell. He couldn’t. Instead he killed it. Efforts to resuscitate it failed. All that remained was the funeral. Sadly, I traded it off at The Crossing, hobby shop where one of dad’s co-workers helped out. Johnny Valentine was always willing to trade with me. I can’t recall what I got in return.

Months later I made a routine trip to The Crossing, and there on the shelf for sale, was my old #155. I picked it up and turned it over to check it out. To my HORROR it had been gutted. On the front, not the back were 3 nuts. Someone had converted the #155 into a #154. I bought it figuring that nobody would want it; that it would be an orphan that I would see each time I visited the hobby shop. For decades it sat on a shelf or was neatly packed in a box: a relic of what once used to be so beautiful. As shown in **photo 2**, a couple of years ago, I rotated the base 180 degrees so at least those horrible nuts were in the back out of view. Then, in the February, 1995, issue of *The Lion Roars*, Don Carlson contributed an article in which he updated the 154C controller by using an insulated track section he had cut into four sections. That seemed like a possibility. So off I went to Saginaw, Michigan, to Brasseur’s Electric trains to purchase a #6-12840 insulated “O” gauge track section. I told Dean what I was up to. His response: “Why don’t you buy one of these?” “What’s that?”, I asked. “It’s a # 610-2760-300 Highway Flasher circuit board that Lionel has just come up with.”

For about \$8 I got one and was out the door. The #155 is a natural for this new circuit board from Lionel. It is just the right size and fits perfectly into the base. As you can see in **photo 3**, I used duct tape to protect the circuitry and to secure it to the base. It was easy to install: four wires and it was ready to be tested. The first attempt didn’t work. Dean told me when I purchased it that if that happened I would need to reverse the polarity (in language I understand: switch two wires!). I did and ‘viola’! It worked. What a beautiful site. I now have realistic flashing no matter the track voltage. The gift from the 50’s is working again - better than ever. Thank you Uncle Troy and Aunt Lowana; Lionel; Dean; and Don. That #155 lives again! It’s like having an “old friend” resurrected!

*Rev. Len Haynes, RM #14964
 Lansing, Michigan*

Start of the LCCA's Second Decade, 1981-85

1981 - 2nd Decade's Launch

Rising costs to operate the Club resulted in a dues increase in 1981 (the last increase was in 1978). Dues for Charter Members rose to \$12.50 and Regular Members became \$16 while Family Members stayed the same at \$5. With a large quantity in inventory, a special offer of previous LCCA Convention Cars was made available. For \$50, any active member could purchase a "package" that included one each of 1978's #9728 UP Stockcar, 1979's #9733 Airco Boxcar (with matching Tankcar inside) and 1980's #9358 Sands of Iowa Hopper. The 1980 Rock Diesel Locomotive was also still available for \$125. This special offer was well received by the membership as 100 or more orders were being processed each month. With the combined influx of moneys from the new dues structure and the sale of past years' commemoratives, the Club's treasury closed out the calendar year with a positive balance of \$72,465.20 based on income of \$113,836.76 offset by expenses of \$61,588.15.

Election results for 1981 had Larry Black, President; George Hudzik, Vice-President (he won by 1 vote over Mel Price!); Bradford Smith, Secretary; Edwin Hunt, Assistant Secretary; Bruce Cox, Treasurer and Bill Hourigan, Immediate Past President. The Board of Directors consisted of: Art Broshears, Ernie Davis, Jim Hunt, Al Otten and Bill Stitt. By the middle of the year, Fred Sanford became the fifth Editor of *The Lion Roars* and, near year's end, Art Broshears was the second appointed Editor for the *Interchange Track*.

Chattanooga, Tennessee, was the site for the Club's Annual Convention in 1981. A total of 833 people (made up of 384 members, 226 spouses and 223 children) came to the mid-South for an array of family-oriented events that included tours to the Tennessee Valley Railroad Museum as well as the home of "Track 29" and the fabled Chattanooga Choo-Choo. In addition, there were 19 LCCA sponsored meets held throughout the country which 2,175 members and guests attended. By year's end, membership number 7865 was assigned.

1982 - Luxurious Convention Site Chosen

The Club's 12th Annual Convention in Dearborn, Michigan, drew a new high attendance record of 645 members and when combined with a larger number of spouses and children accounted for 1,363 people joining in on the three days of festivities! Also, the LCCA took train club Convention sites to higher standards when we moved up to the "World-Class" Hyatt Regency as the headquarters hotel. The 3" round, white badges with the Club's name and 700E logo in black printing were first offered at this Convention and the extras were sold for \$1 each the next year.

1982's elected Officers (and their previous year's position) were: Art Broshears, President (was Director); George Hudzik, Vice-President (he was reelected); Edwin Hunt, Secretary (from Assistant Secretary); Bill Button, Assistant Secretary and Mike Stella, Treasurer (both newly elected) along with Larry Black, Immediate Past President. On the Board of Directors were newly elected Bruce Cox, Bill Hourigan and Chuck Seddon along with Jim Hunt and Al Otten being reelected. Also, Dick Johnson became the third Editor of the *Interchange Track*, so that Art Broshears would not have double duty during his term as President.

Membership rolls continued to grow and by the end of the year, #8448 was assigned. The special "package" of 1978-80 Club Commemoratives continued and was made even more attractive so that a member could order 3 Cars and a Locomotive for \$150. Also, the LCCA "Meet Special" train was completed this year with the addition of the over stamped #6483 Central of New Jersey SP Type Caboose.

Financially, the Club closed out its fiscal year with income of \$178,499.42 less expenses of \$136,851.17 to have a cash balance of \$41,648.25 (through July 31, 1982). In an effort to offset its high production costs, the *Annual Roster* included paid advertisements for the first time in 1982. This practice was used only once more in the 1983 *Roster*.

1983 - A "Colorful" Era Begins

The April, 1983 issue of *The Lion Roars* featured full-color on both the front and back covers for the first time ever! (Although it would be several more years before color was added to the inside pages of *TLR*.) Membership #8940 was assigned by the end of 1983 as the Club's growth rate leveled off somewhat from that of previous years.

Because of health, personal or other reasons, early in the year three elected Officers vacated their positions. For Vice-President, George Hudzik was replaced by Al Otten (who moved over from his Director position); Dienzel Dennis took over the Secretary duties from Edwin Hunt and Mike Brown assumed the responsibilities of Treasurer, replacing Mike Stella. This "interim" group lead the Club until the elections in July when the "new" leadership for the LCCA once again consisted of five Directors with Mel Price, Stewart Roberts and Bill Stitt newly elected along with Al Otten and Chuck Seddon winning reelection. Officers were Bill Hourigan, President; Jerry Dangelo, Vice-President; Dienzel Dennis, Secretary (elected from his interim title) and Steve Patterson, Treasurer all newly elected with Bill Button reelected to Assistant Secretary. Art Broshears was Immediate Past President and he resumed being Editor of *Interchange Track*.

Our 13th Annual Convention was in Rockford, Illinois, where more than 500 people consisting of members and their families came in late July. Tours of local attractions, the Membership Meeting, trade hall and banquet were the featured events for all to enjoy. The Convention Car chosen for 1983 was the Commonwealth Edison quad hopper that featured a coal load (which was the first time Lionel had produced that style hopper with a load). Only 2,508 of these commemoratives were made and they were all sold out three weeks before the Convention. The practice of ordering only a reasonable quantity of Cars to eliminate the costly practice of excess inventory continues even today.

1984 - Member Recognition

To provide LCCA'ers with a unique and colorful piece to proudly display their Club affiliation, a Certificate of Membership was made available. Also, a new plastic Membership Card was issued this year in true Lionel orange and blue colors with a 700E across the front. As with the previous card, a space on the back was provided to affix an annual dues sticker. Both of these items were sent to LCCA Charter, Regular and Family Members at no additional cost beyond their dues. In addition, a Certificate of Appreciation (originally approved several years earlier) was launched. The attractive piece is presented to members who have provided a noteworthy service to the Club and is signed by the LCCA President.

To further promote the Club, shirts with distinctive LCCA notations on them became available to members this year. Included were a golf shirt in white with a black Hudson logo as well as a T-shirt in white with royal blue trim and our Lion Mascot in orange. The last of the "special" packages of past commemoratives was offered which included 1978 through 1981 Convention Cars along with the 1980 Diesel Locomotive (five pieces total) for \$160. The combination of commemorative sales (in addition, all 1982-84 Cars were sold), and a spurt of new members caused the Club's finances to grow. The Treasurer's Report dated July 31, 1984, showed the LCCA's total assets at \$122,962.59. (It was the first time the Club's "cash in the bank" figure topped six figures!)

Leadership consisted of Officers Bill Hourigan, President; Jerry Dangelo, Vice-President; Bill Button, Secretary; Chuck Seddon, Assistant Secretary; Steve Patterson, Treasurer and Art Broshears, Immediate Past President; along with Directors Al Otten, Larry Black, Dienzel Dennis, Jim Hunt and Bill Stitt.

Louisville, Kentucky, was the 14th Annual Convention Site and provided 454 LCCA members and their families with a wonderful vacation coupled with a train show. One of the featured events was a train ride excursion on the historic (operations began in 1883) Louisville, Corydon and Albany Railroad. With Lionel's reproduction of the LNAC boxcar as the 1984 Convention Car, many members could get an up close look of the prototype itself.

1985 - Membership Milestone Year

During the latter part of its 15th year, the LCCA reached a growth milestone as member number 10000 was assigned. This is a significant plateau of the Club's history since the 'Lionel' portion of our name specializes our members into a distinct and select category of toy/model trains.

The second edition of the special tri-fold, 6 page Toy Fair Flyer featured the new Lionel products in full color for the first time in 1985. It was mailed out shortly after this February event to give LCCA'ers a very timely, informative, inside look at the new Lionel product line. And, this was the year that the Club began the standard of an input form with a block of 100 spaces for submitting *Interchange Track* ads. The LCCA launched an inputting process which other clubs later adopted.

With New Orleans as the site of the 1985 Convention, nearly 500 attendees partied in the Crescent City with a theme of "Mardi Gras LCCA Style"! Many events encompassed the entire family (an essential element for all of our Conventions) and the Grand Parade during the banquet was a very gala show. One of the Club's most unique Convention Cars was the Illinois Central six-wheel crane offered this year. It was a break from the tradition of freight hauling types of cars as commemoratives and once again demonstrated by example the evolutionary style typical of the LCCA.

The 1985 Officers were: Al Otten, President; Mel Price, Vice-President; Bill Button, Secretary; Chuck Seddon, Assistant Secretary; Charles Pegram, Treasurer and Bill Hourigan, Immediate Past President. Directors included: Art Broshears, Bruce Cox, Jerry Dangelo, Dienzel Dennis and Steve Patterson. The LCCA closed out this part of its history on solid financial ground with assets in excess of \$200,000.

Epilogue 1981 - 85

From its onset, the LCCA was founded to promote the enjoyment of collecting and operating Lionel trains. In its first fifteen years, membership ranks had grown at a rapid rate with more than 10,000 member numbers assigned. Certificates of Membership and Achievement set the tone for a "fun to be in" group of fellow enthusiasts who's main interest is with Lionel products in the toy train hobby.

Through its innovative procedures, such as Conventions at 1st Class facilities, unique and prototypical Convention Cars from a railroad in the site's area, and an ad submission form with pricing requirements in a "buy/sell/swap" publication, the LCCA has pioneered practices which have become standards within the toy train collecting/operating world we all enjoy!

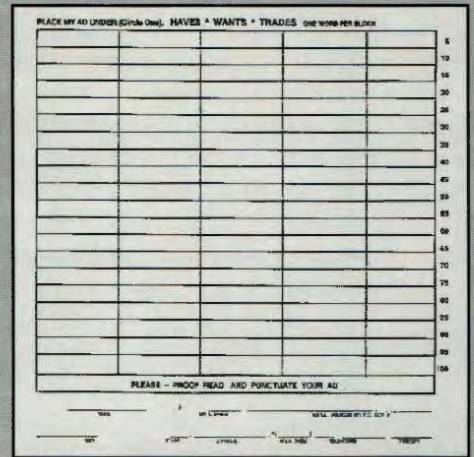
Even with a few rough spots both administratively and financially in this era, the LCCA emerged with strong leadership and solid cash reserves to best serve its members in the future.

Part V of this six segment article is in the next issue of *TLR* and will cover the **Last Half of the Second Decade** of the LCCA's history, the years 1986 through 1990.

Lionel® Collectors Club of America's 25th Anniversary



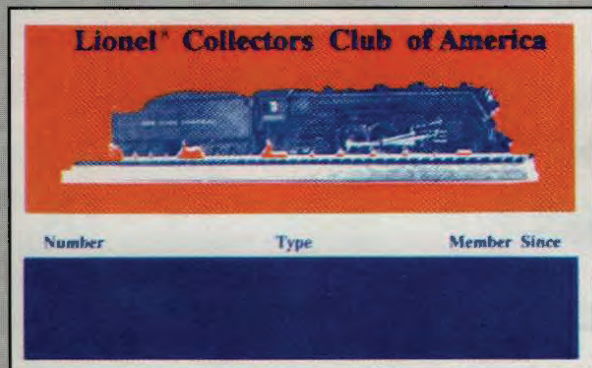
Color first appeared in *The Lion Roars* on the April, 1983 front (left) and back (right) covers. However, the inside pages of the magazine continued in a black and white format for photos throughout this era of Club history.



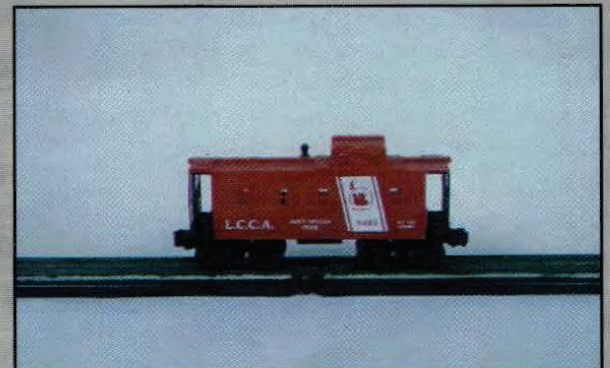
The LCCA in 1985 started the "block" spaces input ad form in our *IT* that later was used by other clubs in their buy-sell-swap publications.



The 1985 full-color edition of the six page, *TLR* supplement was sent to members right after Toy Fair.



This colorful, "Lionel true blue and orange", plastic card was issued to all LCCA members in 1984. The member's information was embossed on the front of the card and a place to put a paid dues sticker was on the back.



The sixth and final piece in the set of our "LCCA Meet Specials" is this Central of New Jersey Caboose which was offered in 1982.

25th ANNIVERSARY SPECIAL COMMEMORATIVE ORDER FORM

To mark the Club's 25th Anniversary, a special piece has been reproduced from Lionel's fabulous history. This authentic replica of their 75th Anniversary Lantern is official in size, fully *operational* and manufactured by the same company as the original. Its globe is embossed with "LIONEL" and available in a choice of five different colors (white, blue, amber, red and green). The name LIONEL as well as the LCCA's identification is in raised, block lettering on the lantern's lid. An **extra** premium that goes with this offer is the lantern's box which features Lionel's colors and markings along with the Club's notations on it. Delivery starts in October, 1995. **(NOTE: GLOBES NOT AVAILABLE SEPARATELY.)**

PRICE **\$90.00 EACH** (Includes all Shipping) - **NO LIMIT OF LANTERNS/GLOBE COLORS PER MEMBER**

	<p>Order 5 lanterns for \$400.00</p> <p><i>(In any combination of colors or one of each color.)</i></p> <p>You will save \$50.00 on this "Package Deal"!</p>	
------------------------------------------------------------------------------------	----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	--------------------------------------------------------------------------------------

	LCCA NO.	MEMBER NAME	QUANTITY	PRICE	AMOUNT	COLOR*
REGULAR	_____	_____	_____	@ \$90.00 ea.	_____	_____
FAMILY	_____	_____	_____	@ \$90.00 ea.	_____	_____
FAMILY	_____	_____	_____	@ \$90.00 ea.	_____	_____
FAMILY	_____	_____	_____	@ \$90.00 ea.	_____	_____
TOTAL ENCLOSED					_____	

**For Color(s): W=White B=Blue A=Amber R=Red G=Green*

Date _____ Street Address (for UPS Delivery) _____ City _____ State _____ Zip _____

(No shipments can be made to P.O. Boxes. You **must** provide a street address.)

Enclose check or money order (no cash please) payable to "LCCA" in U.S. Funds for the total amount due.

For payment, DO NOT combine this with your dues or any other payment to the Club.

You must issue a separate check in the correct amount for this offer only.

PAYMENT BY MASTERCARD, VISA or DISCOVER. For credit card payment, please fill in card information below and sign this form. YOUR BILL WILL REFLECT A CHARGE FROM THE LCCA.

CARD TYPE: _____ CARD # _____ EXP. DATE: _____

SIGNATURE _____

MAIL TO: LCCA BUSINESS OFFICE, P.O. BOX 479, LaSALLE, IL 61301

THIS FORM MAY BE PHOTOCOPIED

Lionel® Collectors Club of America

1996 CONVENTION CAR ORDER FORM

The Club's 1996 Convention car is a Lionel® Standard "O" double door boxcar. This car has the prototypical tuscan with white lettering graphics in the colors of the Pere Marquette Railroad and a special number to coincide with the Convention's date. All the car's other data is in white and the Convention notation will be discreetly displayed on the end of the car. A premium feature is the use of die-cast metal, sprung trucks.

PRICE IS \$54.95 EACH (Includes all Shipping) - WITH A **LIMIT OF TWO CARS PER MEMBER**
ORDERS MUST BE POSTMARKED BY MARCH 1, 1996 AND RECEIVED BY MARCH 8, 1996.



Except for those who want to pick up their car(s) at the Convention in July, all others will be shipped to the address you indicate below **after** August 12, 1996. No UPS shipments can be made to P.O. Boxes. You must provide a street address. Price includes all shipping. Please check the method of delivery for your car(s).

Pick up at Convention Ship AFTER Convention to my address as shown below

	LCCA #	MEMBER NAME(S)	QUANTITY	PRICE	AMOUNT
REGULAR	_____	_____	_____	@ \$54.95	_____
FAMILY	_____	_____	_____	@ \$54.95	_____
FAMILY	_____	_____	_____	@ \$54.95	_____
FAMILY	_____	_____	_____	@ \$54.95	_____

Michigan residents add 6% sales tax (\$3.30 per car) _____

TOTAL ENCLOSED _____

Date _____ Street Address (for UPS Delivery) _____ City _____ State _____ Zip _____

Enclose check or money order (no cash please) payable to "LCCA" in U.S. Funds for the total amount due.

For payment, DO NOT combine this with your dues or any other payment to the Club.

You must issue a separate check in the correct amount for this offer only.

PAYMENT BY MASTERCARD, VISA or DISCOVER. For credit card payment, please fill in card information below and sign this form. YOUR BILL WILL REFLECT A CHARGE FROM THE LCCA.

CARD TYPE: _____ CARD # _____ EXP. DATE: _____

SIGNATURE _____

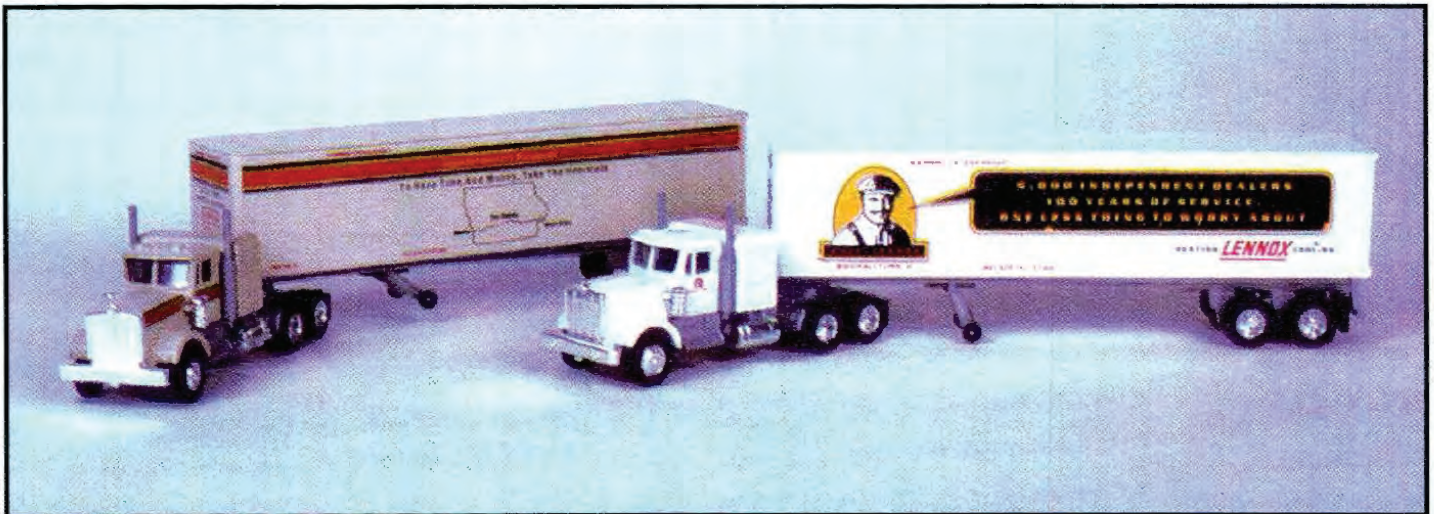
MAIL TO: LCCA BUSINESS OFFICE, P.O. BOX 479, LaSALLE, IL 61301

THIS FORM MAY BE PHOTOCOPIED

1995 LCCA STOCKING STUFFER ORDER FORM

This year the Club continues its tradition of honoring our Annual Convention by offering a set of two special edition Lionel produced tractors and trailers. Both are modeled after the real ones used in businesses near the Des Moines, Iowa, area. The Lennox one looks just like their's which is marked to celebrate their 100th Anniversary. The Iowa Interstate Railroad tractor and trailer is also prototypical in its colors of tan with brown and orange markings. All pieces will discretely have LCCA notations on them. Delivery scheduled in time for the Holiday Season!

PRICE \$38.00 PER SET (4 Pieces) - NO LIMIT ON QUANTITY OF SETS ORDERED!



Price includes all shipping. All sets will be shipped via UPS. Shipment cannot be made to P.O. Boxes. You **must** provide a street address. Orders sent on a first come, first served basis, while supply lasts.

	LCCA NO.	MEMBER NAME	QUANTITY	PRICE	AMOUNT
REGULAR	_____	_____	_____	\$38/set	_____
FAMILY	_____	_____	_____	\$38/set	_____
FAMILY	_____	_____	_____	\$38/set	_____
FAMILY	_____	_____	_____	\$38/set	_____
TOTAL ENCLOSED					_____

Date _____ Street Address (for UPS Delivery) _____ City _____ State _____ Zip _____

Enclose check or money order (no cash please) payable to "LCCA" in U.S. Funds for the total amount due.
For payment, DO NOT combine this with your dues or any other payment to the Club.
You must issue a separate check in the correct amount for this offer only.

PAYMENT BY MASTERCARD, VISA or DISCOVER. For credit card payment, please fill in card information below and sign this form. YOUR BILL WILL REFLECT A CHARGE FROM THE LCCA.

CARD TYPE: _____ CARD # _____ EXP. DATE: _____

SIGNATURE _____

MAIL TO: LCCA BUSINESS OFFICE, P.O. BOX 479, LaSALLE, IL 61301
THIS FORM MAY BE PHOTOCOPIED

Anniversary - Start of the Second Decade 1981-85



Initiated in 1984 was an exquisite Certificate of Membership for LCCAer's to proudly display their Club affiliation in a train room or den.

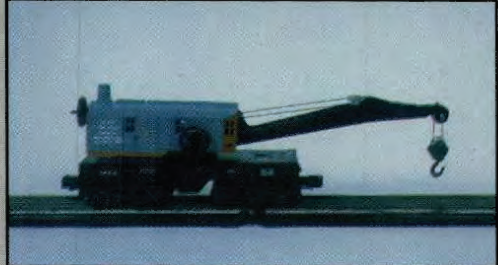


As shown in these four photos taken at the 1985 New Orleans Convention, the Club always has fun-filled, family oriented events at our Annual Conventions.



A unique souvenir is this 3" button from the 1982 Convention.

As a way to "wear" their membership in the most fun toy train collecting/operating Club of them all, specially decorated shirts were offered in 1985.

A great bargain was the "five-pack" of Club Commemoratives offered in this time frame.

The 1983 Commonwealth Edison 4 bay hopper was the first car with a simulated coal load manufactured by Lionel. Another of "firsts" in Convention Cars offered exclusively to its members by the LCCA was a six-wheel crane car in 1985.

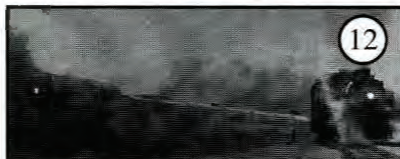
The N&W "J" Class Story - PART III

Second Career and Retirement



Good Company and Hard Times

On several occasions in her second life the 611 found herself in some rather distinguished company. She regularly whistled greetings back and forth to Southern engines 630 and 722, (photo 12) consolidations leased to Tennessee Valley. The NS Atlanta and Knoxville Divisions pass immediately behind the Museum's Grand Junction Depot.



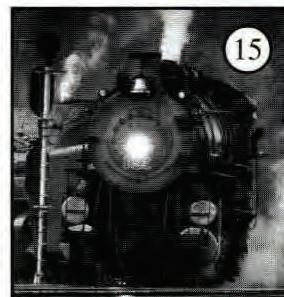
After the class "A" 2-6-6-4 N&W articulated locomotive joined the NS excursion team the two former N&W engines were occasionally under steam in the same area. (photo 13).



Norfolk Southern pulled off the ultimate steam powered publicity stunt in Chattanooga on November 3, 1991, when both N&W engines were triple headed with 4501 from Chattanooga 14 miles to Ooltewah, Tennessee (photo 14).



In July of 1994 the 611 linked up on a one way run from Atlanta to Chattanooga with oil fueled ex-Frisco 4-8-2 No. 1522 (photo 15). And there were others.



In her years of excursion service 611 delighted tens of thousands of passengers and generated good will wherever she went. Only one tragic accident, on a railroad company outing, and a few minor scrapes mar the engine's service record. None of those events were caused by the locomotive. The last one, however, damaged some passenger cars and helped to seal the doom of the excursion program. Locomotive 611 was slated to become unemployed just as Lionel Trains, Inc. was introducing a shiny new model of the "J".

A Clouded Day

N&W 611's last revenue ride for Norfolk Southern was a round trip to Chattanooga on December 3, 1994 (photo 16). The train was full to overflowing as it departed under clouded threatening skies. During a brief stop in Atalla, Alabama, the motorcade escort turned U.S. Highway 11 into massive parking lot. And when the train started, an Alabama State Trooper held the pursuit mob in check until the fans were safely north of downtown.



Changing the Guard

Tennessee Valley's engine 610, a 2-8-0, was waiting when the "J" backed down into the former Terminal Station for the last time (photo 17).



Crewmen posed the 611 in the yards where she had been serviced regularly for more than a decade. Little 610 backed down beside the "J" for a brief ceremony with NS Director of Steam Operations Carl Jensen and Jim Bistline, who headed the steam program in its early days. The changing of the guard was over too soon (photo 18). Engine 610 headed Tennessee Valley's Downtown Arrow back through the Main St. crossover with NS and CSX on its run to Grand Junction Depot. 611 was recoupled to its passenger cars for the final, funeral, trip south.



A Dark and Stormy Night

As night and increasing volumes of rain fell on the Chattanooga yards behind the Choo-Choo Hotel complex the crowd of onlookers with their cameras and recorders melted away. An air of "Taps" hung in the mist as 611 whistled her departure call and shot a defiant spray of steam from beneath her cylinders (photo 19).



Coach after protesting coach leaned into the curving upgrade that leads southward from the terminal.

The train's marker lights faded from view and left only the block signal's red glare where the south facing lead track switched into the main lines. The late David P. Morgan, longtime editor of *Trains* magazine caught the essence of that moment years ago when he said that the steam locomotive was "— too incandescent to last".

N&W 611 was truly incandescent on that last storm drenched blast through Georgia and Alabama. Aboard the train, in every vestibule, at each open window, steam, rain and tears swirled in the tempest only a thoroughbred at speed could have generated.

Epilog

In typical modern railroad fashion, Norfolk Southern sent the 611 off to retirement escorted by an all business engine crew and tight lipped safety attendants. The railroad's last passenger excursion left Chattanooga two weeks later on December 11th. In one final irony that train was led by a diesel painted in the old Southern green gold and white passenger scheme.

A few days later, the remaining gondola loads of NS steam program coal rumbled through downtown Chattanooga behind a pair of laboring graduates of Schenectady's Class of 40 something. The black diamonds were enroute to keep the 610 and green and gold 4501 nourished for the coming year as Tennessee Valley's Dixieland excursions roll on the Chatooga and Chickamauga Railway line between Chattanooga and Summerville, Georgia in 1995. And visitors to the Roanoke Museum of Transportation will again gaze at the shiny cold hulk of N&W 611, reflect on her past and fantasize about her future. Deja Vu. Again. (Photo 20)



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and submitted by:

John William Coniglio, RM #4891
Chattanooga, Tennessee
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Here's the rest of the story of a Member's "Other Five-Car Freight"

On pages 10 and 11 of the December, 1995 issue of *The Lion Roars*, I covered one of the sets on page 14 of the 1951 Lionel Catalog I dreamed through in my youth. I've acquired the other one on that most favorite page of mine so, here's the rest of the story.

As a kid I played with my train on the living room floor, often leaving it set-up for days at a time. When not in use, it was stored in a large cardboard box on the basement floor. It was thus that my Lionel catalogs, billboards, instruction sheets and other soluble items perished in the infamous BASEMENT FLOOD.

I don't recall though that I lost any Lionel boxes in this catastrophe. They usually suffered fatal damage in the carnage of opening gifts, and were immediately discarded with the other wrappings. Who could have guessed that someday even *empty* boxes would be "collectors' items"?

Because *anything* "Lionel" became so valued to collectors, I was eventually able to replace all my catalogs by granting their previous owners substantial profits. The 1951 Catalog took years to find, but the wait was well-rewarded.

Seeing those pages again brought back memories of how I used to daydream about having any train I wanted. And, since this was out of the question, how I'd narrowed the choices to the two freight trains on that favorite of mine page 14, then finally settled on the one with two boxcars, since these were what I'd seen most often in real trains around my hometown of Detroit.

But the "other five-car freight" remained attractive: Set Number 1471WS offered lots of action with its operating log and coal cars. Over the years I'd kept returning to that page, wondering if I'd made the right choice. Years later, as a grown man with an understanding wife, I found I *was* able to have any train in the catalog, and decided to assemble the one I had reluctantly *not* chosen as a boy.

The cars themselves are fairly common, and were found with relative ease and at moderate expense at train meets and through mail order. In addition to the two operating cars, and AT&SF boxcar, a Sunoco tank car and an SP caboose make up the five. These are pulled by a 2035 Pacific-type steam engine — a good runner with whistle, light, smoke and Magne-Traction.

The two freight trains look great together; literally a dream come true. After waiting thirty-odd years, I figured I deserved it. And, maybe one or two others...

Dennis Phleeger, RM #7073
Sterling Heights, Michigan



New Lionel Introduces '96 Line

Well, here we are at the beginning of a new era for Lionel. I was particularly excited to see just what kind of a statement the new management of Lionel would make with its new line. The 1996 line is obviously a mix of the Richard Kughn era and the Neil Young era. Upon arriving at Lionel's corporate headquarters, we spoke with Jim Bunte, Lionel's new director of product development. The first obvious impression I got was that the new Lionel definitely wants this change in management to begin a new era. This is apparent by the fact that two catalogs are being issued. The first catalog is designed in the manner we've seen during the last few years. The cover says Lionel 1996 and the catalog features a well laid out variety of photographs. This catalog features much of what was already in place when the new management took over in October of 1995. Since you are receiving the catalog with this issue, we concentrated our photo taking on items from the second catalog.

The second catalog resembles a flash from the past. The catalog is laid out in what is called landscape format, similar to what Lionel did throughout both the prewar and postwar period. The cover features a beautiful painting, also in the style of catalogs we remember from our childhood. This cover says, Lionel Corporation 1996. There's a name from the past. Rather than photos, this catalog features artistic drawings of the trains in action. Although the look is reminiscent of the older catalogs, the techniques used to produce it are quite modern. While the front cover is actually a painting, the balance of the catalog was done entirely on computer. First, line drawings are made and then using sophisticated software, the drawings are actually painted. The look is much like air brushed paintings would be. Jim Bunte mentioned that this first catalog was done under a considerable time constraint and was quite a learning experience. Lionel is rightly pleased with the results and promises even more dynamic results in the future. If you look carefully, you'll find a few spots where the detail is not as complete. The finished product looks great and brings back memories of the excitement we felt as youngsters contemplating how our layouts would look with the new Lionel items in place.

I remember well in the '50's that after looking through (studying would probably be more accurate) the Lionel catalog, there was always a second boost of excitement when you went to the store and saw the actual item. Well, we're going to give you that feeling now. Most of the photos that follow, depict items from the second catalog, allowing you to see what the actual item will look like. Prototypes were not available to photograph for all items in the catalog. Several items were marked, "On the Lionel Horizon." These are items which will not be out until 1997. Although retail prices are back in both catalogs, the items marked for 1997 in the second catalog have no price as yet. We'll begin our discussion with the Lionel 1996 catalog.

A new US Coast Guard set replaces the Navy set. **Photo 1** shows a new boat car included in the set. Last time this boat was used on a car, there were no graphics on the boat. This time the boat has been colorfully decorated. Also in that set is the Emergency Medical Unit caboose shown in **Photo 2**. This car includes the oxygen tanks and stretchers which are hard to locate for the postwar version. This set has enough cars of interest that it will probably be attractive to many collectors as well as operators.

1995's Union Pacific Express set has been replaced with the Santa Fe Special set. This year's set includes the operating log dump car and a flat car with two red autos. These, along with a tractor and trailer provide a lot of play value. There is no set this year in the 027 line in the same price category to replace the \$429.95 Lionel Lines set from last year.

Lionel continues with its Disney licensed products. This year there are four Disney items. Lionel also continues with the Warner licensed products. You'll see five Warner character products throughout the two catalogs.

Lots of motorized units this year, including two - count 'em two handcars. This year the hand car seems to be the mode of courtship transportation. Instead of the tunnel of love, it's the track of love. You'll find Mickey and Minnie and Porky and Petunia traveling down the track on handcars. The On-Track vehicles introduced last year were apparently popular, because there's a new one for New York Central this year. The ad refers to the "classic American station wagon" on the rails. The station wagon resembles the old Checker wagons from years ago. Quite appropriate for New York Central.

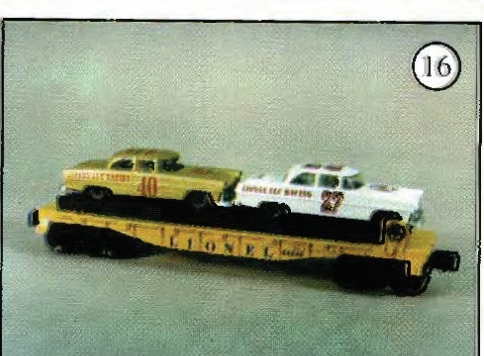
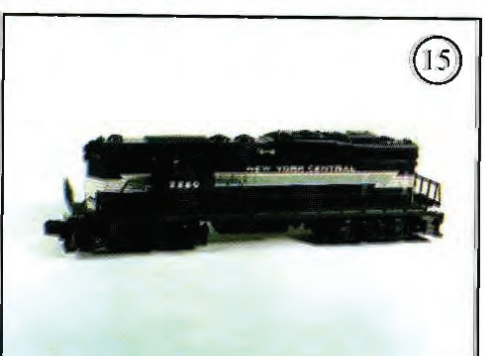
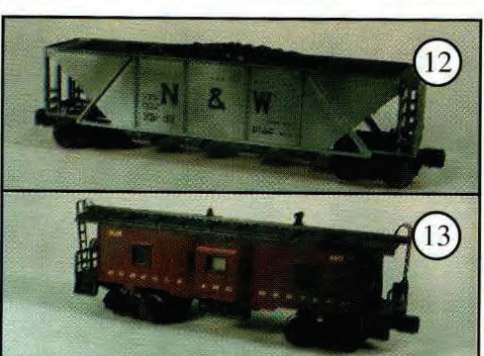
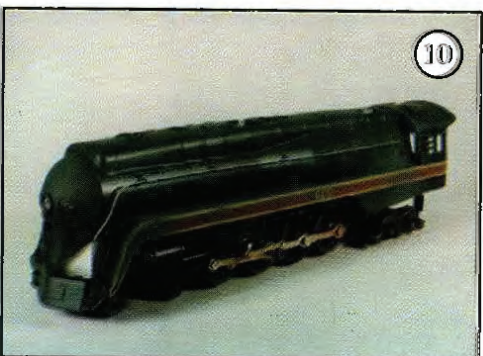
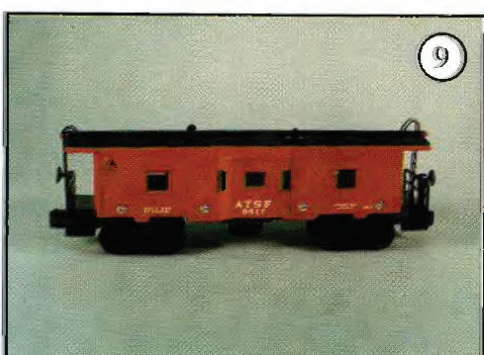
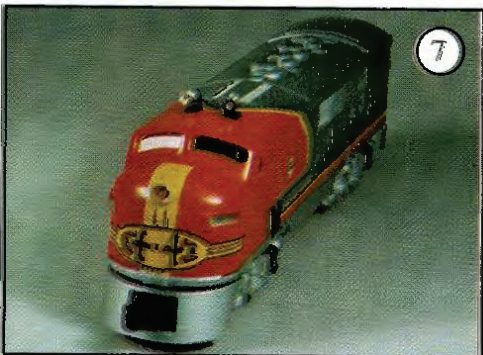
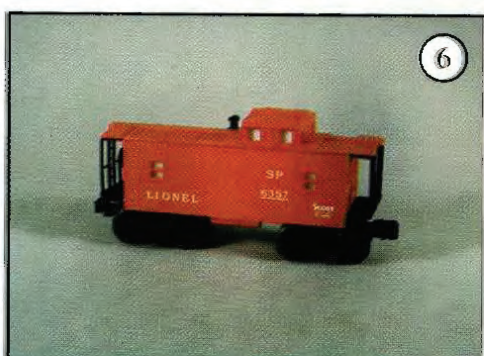
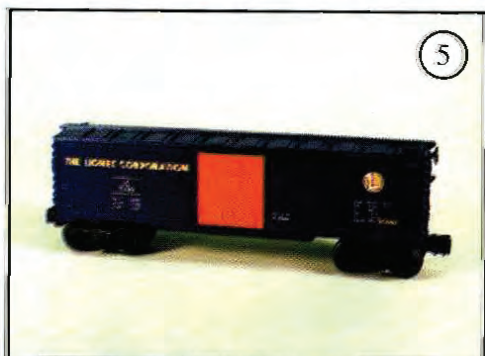
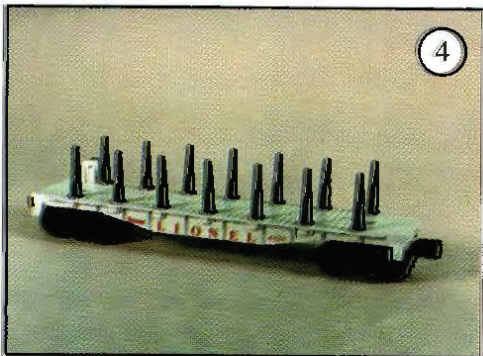
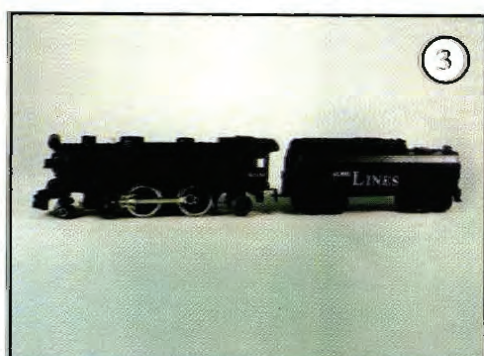
A new Lionel Trolley car is also coming down the track. This trolley is similar to the Christmas Trolley introduced last year. It operates smoothly and quietly on a DC can motor and retains the direction reversing bumpers. This is one motorized unit that definitely runs better with the can motor. The new motor also reflects quite favorably in the price. I do miss the action of the reversing cable pole.

A diesel switcher is the Union Pacific NW-2. This is the first switcher and calf sold together as a set. The calf is non-powered, but the switcher features dual can motors.

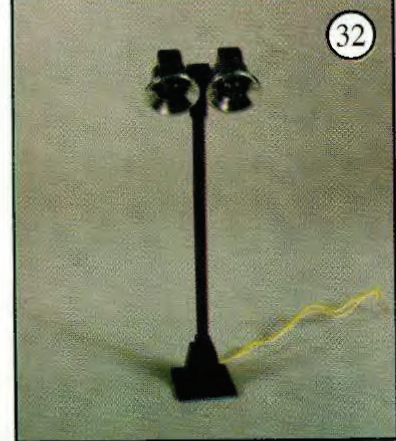
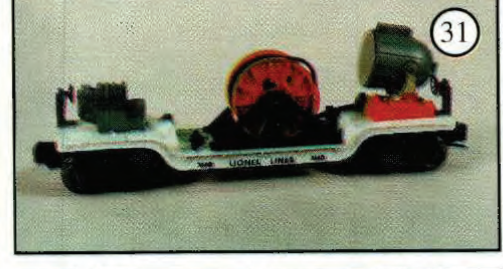
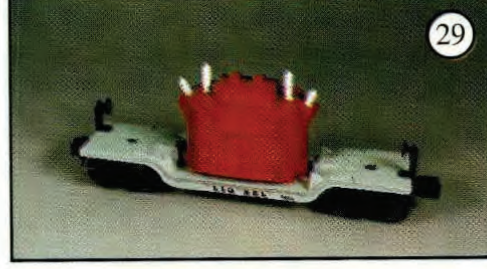
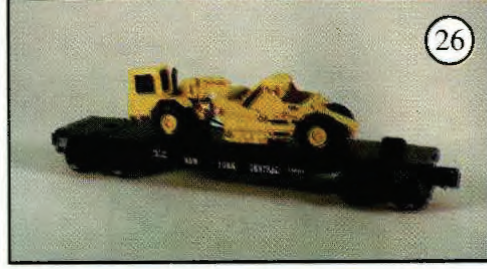
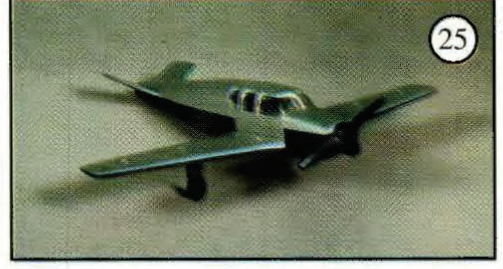
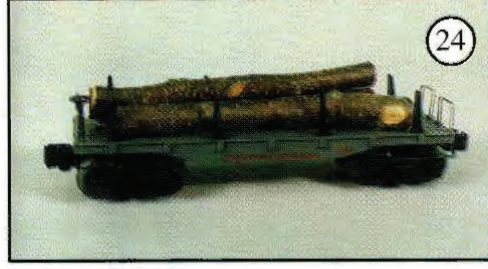
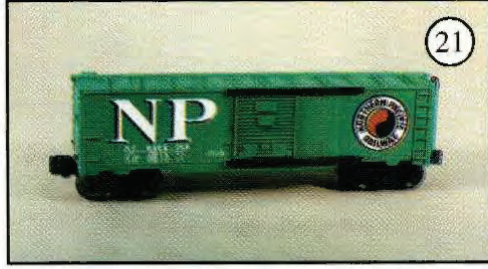
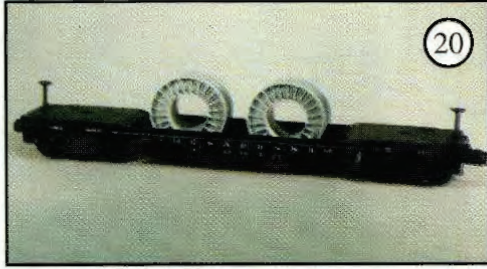
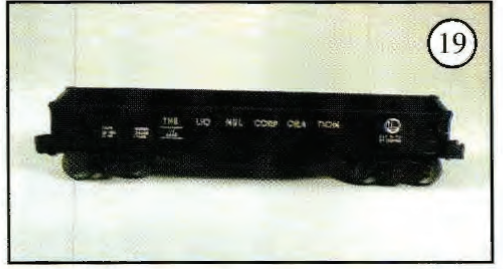
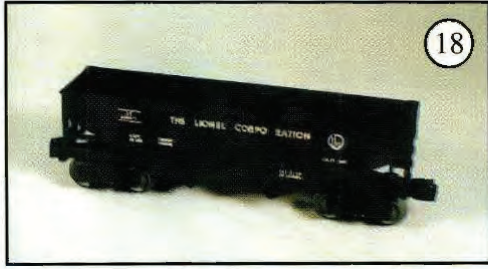
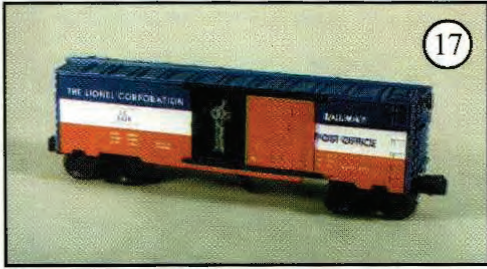
The GE Dash 9 is a new diesel loco which has all of the top-of-the-line features. Those who have operated the new C & O loco on Command Control know exactly what they mean by control. This command equipped loco allows you to control every feature of the locomotive from the CAB-1 controller. Each of the individual sounds can be independently controlled. Lionel could aptly use the logo I remember so well from the '50's. "Remember boy, you're the boss when you own Lionel Trains."

(Text continues on page 24.)

LIONEL NEWS AND VIEWS (Continued)



LIONEL NEWS AND VIEWS (Continued)



(Text continued from page 21.)

With Command Control that is especially true. You really do control everything, the sounds, the smoke, the direction, the speed and more. Not yet available, but coming soon are the Train-Master Electro couplers. These too will be controllable from the CAB-1 control and will allow operation of the coupler anywhere on the layout, truly by remote control. Current Command equipped locos have the outputs for these new couplers when they become available, probably by next year.

Among a variety of rolling stock, there's a new load for the Standard O gondola. The scrap metal load looks quite realistic and even includes a small rat which is not easy to find. I was given a hint - it's located in a cavity - and found it. There are several new cars with Ertl loads, five in all among the two catalogs. Each of these loads has been specially marked for Lionel.

The popular 6464 Boxcar series continues with the fifth in the series. This particular series contains some of most popular cars, including the B & O Sentinel and the Rutland boxcar. Two new Disney High-Cube cars feature Mickey's new gardening business. One car sells wheat and the other carrots. I like the return to what I feel are more attractive graphics, but the Disney license puts these cars in an expensive bracket.

Lots of new action cars, including two new reissues of favorites from the '60's. The original 3470 Aerial Target Launching Car is now the US Army Target Launcher. This car was first introduced in 1962 and was last cataloged in 1964. This car has a built-in fan which keeps a balloon airborne as it goes around the track. The 1996 version has been improved. The original version was powered by two "D" batteries. The new version is powered by track voltage, which brings to mind a couple of questions.

Also being reissued is the Exploding boxcar. The original 6470 is now done in black with new graphics. Printed on the car is the warning that this boxcar is, "Not to be moved through populated areas." So be sure to keep this car away from your passenger trains. Lionel has already reissued two cars which shoot a missile and can be used to explode the car.

Being a New York Central fan, there can never be enough Pacemaker boxcars. The latest addition is an operating boxcar. The photo in the catalog shows a mailbag being delivered.

For your US Army train is a fire and ladder car. I'd still like to see one these cars made with silver ladders. Silver ladders would match more closely real fire ladders and match the rarer version of the postwar car. Definitely not for your Army train is the new Mickey and friends submarine car. This is the most colorfully decorated submarine yet. The full color graphics depict portholes. Through the portholes we see Mickey, Minnie, and Goofy. I wonder which one is

steering. If Goofy steering a submarine doesn't seem preposterous to you, you'll also like the new Rhino Transport Car. This car is similar to last year's Bobbing Giraffe Car. This new car features an endangered gray rhino bobbing his head in and out of the top of the boxcar. Now we know why he's endangered.

Two new passenger cars for the C & O set include a coach and a dining car. I particularly like the color combination on these cars and now a string of six different cars compliment the size and majesty of the C & O Hudson. I happened to be visiting the Lionel factory and saw these cars being made. I was amazed at how labor intensive the painting and masking of the cars was. They do however, look beautiful.

A new set of Aluminum cars to compliment the distinctive purple Atlantic Coast Line F3's will be done in shiny chrome with black roofs and purple number and letter boards. The cars will be sold as a set of four. The new duplex roomette car introduced this year will be available in 1996 for the Union Pacific and the Norfolk and Western. An 027 Full View Vista Car, matching the previously offered cars will be available for Amtrak and also Northern Pacific.

The Lionel TrainMaster Control System will become more and more useful as newer command control engines appear. This year the CAB-1 controller will change to a black color, replacing the gray we've seen so far. Other accessories include a new Rail Truck Loading Dock. This accessory features a man "loading" barrels. Actually the man just moves back and forth. There is no real unloading of the barrels.

The new Die-cast tractor and trailer this year features the Laimbeer Packaging Company. This is the company that manufactures Lionel's shipping cartons. We'd sure like to see a new design for the tractor.

Two interesting new items for American Flyer fans are the TTUX car and the Stable of Champions Horse Car. Both of these cars are actually Lionel cars with American Flyer trucks. The horse car is actually very close to the size of an S gauge car. The trailers on the TTUX dwarf the usual piggy back trailers carried on Flyer flat cars.

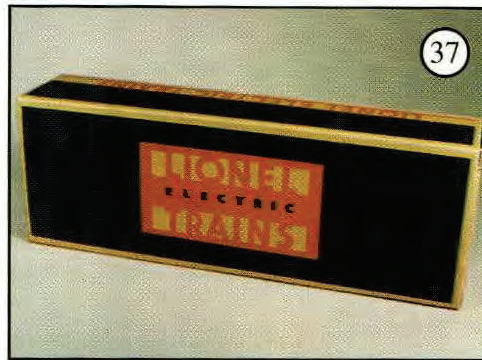
Interestingly, the track and transformer section of this catalog is all but non-existent. If you look carefully at the bottom of page 19, you'll see that there is a new track item - O gauge 042 curve track will be available later this year.

Next, we'll move on to the line of new trains put together under the new management. First, notice that the catalog is organized much the as the catalogs from the '50's. The first section deals with 027 train sets. Only one of these will be available this year. The Lionel Lines set can be seen in **photos 3 through 6**. If you look carefully at the photos, you might notice the word Scout on the cars.

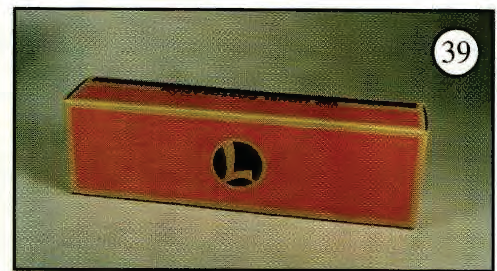
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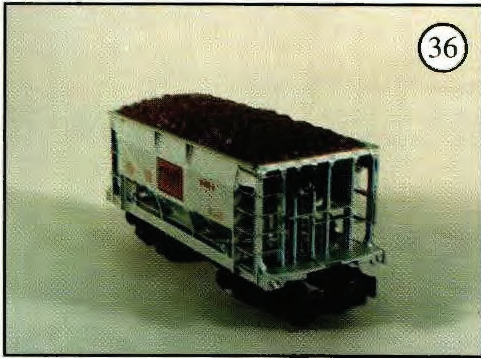
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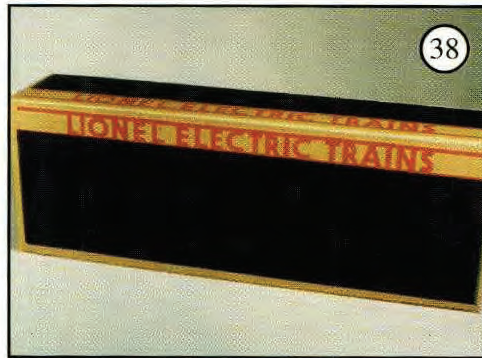
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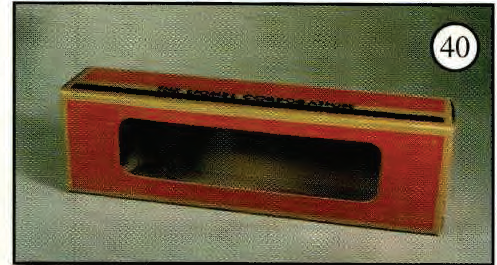
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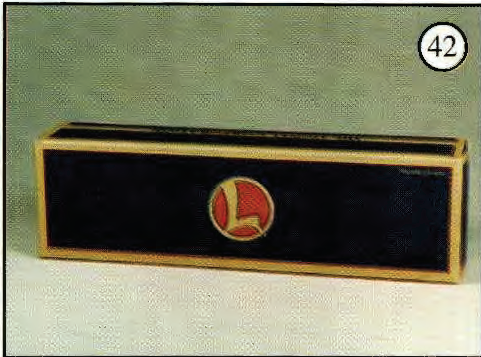
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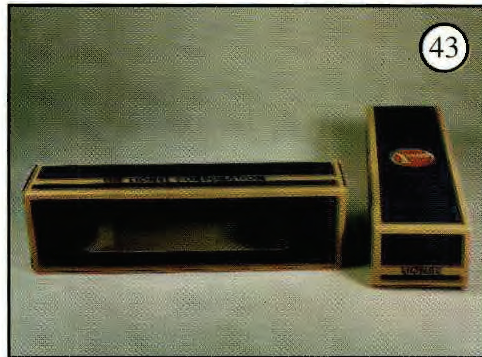
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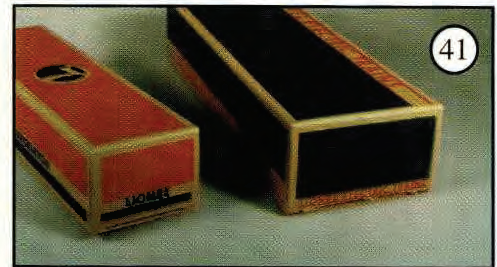
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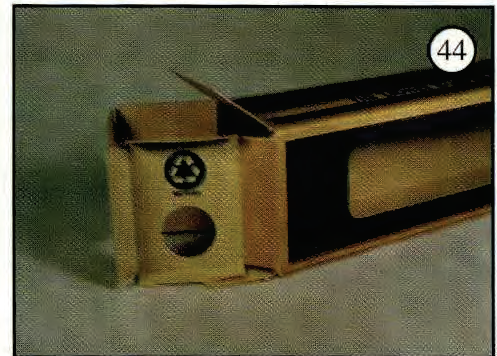


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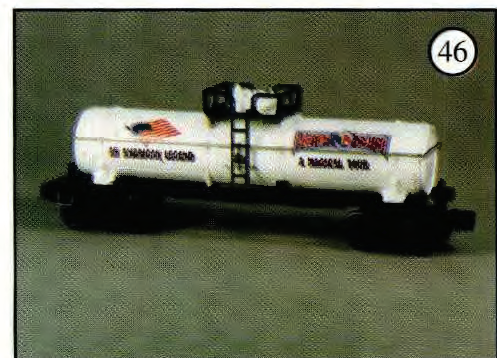


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This very special and exclusive "inside" look at what's new for 1996 (and beyond) in the product line of the "NEW" Lionel Corporation, along with both of their two catalogs sent with this issue of *The Lion Roars*, are a part of what all makes your LCCA membership so *special!*



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Show a friend or relative why it's such a great Club to be in and have them come join us for another fun-filled year of model trains!

(Text continued from page 24.)

Although it has not yet been decided for sure whether this designation will be used, I think it makes sense. Under the new management these would be the only trains with plastic trucks and plastic bottomed box cars. All regular Lionel trains will carry die-cast trucks. A new design is being worked on and will be the standard on all Lionel rolling stock. Incidentally, the Lionel Corporation boxcar included in that set, shown in **Photo 5**, matches almost exactly this year's Toy Fair Car. The difference is that where the word Scout is, the words Toy Fair 1996 have been substituted. The Toy Fair car has a metal bottom where as the set car has a plastic one. This is also the first Toy Fair car, I believe to feature die-cast sprung trucks. When you see the designation, "On the Lionel Horizon," this means that the item will not be available this year, but rather in 1997. We'll discuss these items toward the end of this article.

The 0 gauge section leads off with a return of the Santa Fe F3 diesel. Notice the number on the loco - 2344. See **Photo 7**. This is of course the postwar number. You'll find that a lot in this new catalog - a return to postwar numbers. Most of these items also have a five digit catalog number, the familiar four digit numbers are on the car. This means that you'll have to be sure to identify the year of your items when you list them in our new *Interchange Track*. A word to the wise is sufficient - use the description box when listing items! Notice also that the nose will be painted more prototypically than ever before. Even this prototype is not correctly painted and will be corrected in production. **Photos 8 and 9** show two freight cars in the Santa Fe roadname. The diesels will be available in an A-B set featuring RailSounds and a new directional lighting system. Incidentally, all locos in this catalog, except for the bottom of the line 027 set will feature the Command Control reverse unit. This includes other 027 sets.

Along with the F3's will be a set of Lionel Lines aluminum passenger cars. Another thing you'll see a lot of in this catalog are cars with the Lionel Lines, or Lionel Corporation markings. Since I'm a nostalgic collector, I like this, but I know that many prefer realistic roadnames. It will be interesting to see the reaction from train buyers.

The next set was a surprise - another Norfolk & Western J 4-8-4. See **Photo 10**. Notice that this loco and the cars which accompany it have all been weathered. So, what looks like rust on the drivers is purely intentional. This loco is the first of a new series of trains called Lionel Warhorse Line **Photo 11**. The set will come with four weathered hoppers and a weathered bay window caboose **Photos 12 and 13**. Lionel tried weathering trains several years ago and it was not well received. For those who lean more towards scale, this might be a desirable feature. Included with the loco and the cars is also a CAB-1 unit.

The 777 Commodore Vanderbilt is a new, extensively detailed die-cast cab for the scale Hudson chassis. There was not even a prototype to photograph. Also available separately will be heavyweight passenger cars in scale length! That will please many and satisfies a long standing request from operators. This set will require at least 054 track to run on. Incidentally, you might notice that the smoke and headlight beams are missing from the locos, but have no fear, that's only due to time constraints on the catalog. These locos all feature headlights and the steam locos all have smoke.

Two new GP9's are especially impressive, both in design and in price. Each is number 2380 and features a Pullmor motor, Mange-Traction, RailSounds, directional lighting and Command Control. WOW! That's quite a package for the \$299.95 retail price. The engines are shown in **Photos 14 and 15**. These locos will also be available in a set which includes the cars shown. The set price includes the loco, cars and a CAB-1 controller. All the cars are equipped with die-cast trucks. **Photos 16 and 17 and 23** show three of the cars in the set. These high value sets should prove to be popular.

There'll be lots of new rolling stock too. **Photos 18 and 19** show two cars marked with the Lionel Corporation roadname. **Photo 20** is a new well car with the C & O roadname. This new scale length car looks great, but I'd like to see a better load for it to carry. Notice that the car features 6-wheel trucks. **Photos 21 and 22** show two of the three new 6464 box cars. These follow the old numbering scheme and add to the popular line. All will feature die-cast trucks.

Photo 24 shows a reissue of the die-cast flat car, now with the number 6411. This number was actually Lionel's number for the longer plastic flat car in the '50's. **Photo 25** shows the Bonanza plane which will be featured on the die-cast flat car, rather than the plastic one of the '50's. **Photos 26 and 27** show two new cars carrying die-cast Ertl loads. The depressed center car is still plastic, but Jim Bunte hinted that we might see again as a die-cast car in the future. **Photo 28** shows a new load on a bulk-head car labeled for Southern. **Photo 29** is a Lionel classic, the red transformer depressed center car. The Aquarium car in **Photo 30** returns, this time it's full of trout. This car will feature new fish graphics inside and features the truck powered mechanism. **Photo 31** shows the Lionel Corporation extension searchlight car.

There are several new Warner Brothers cartoon character cars which were not available to photograph. The Road Runner car should be a big hit. Foghorn Leghorn is one of my favorite cartoon characters and he is now featured "guarding the hen house" and greeting anyone who opens the car door.

There's also some great accessory news. **Photo 32** shows the new yard light. This is the same item found in the steam

and wheel grind shop. The big news is the reissue of the 164 log loader, **Photo 33**. This is probably Lionel's best log loader. This is one of those accessories you never have to reset. On one side it receives logs from a log dump car and on the opposite side it delivers these logs to a waiting empty car. The photo is actually an original one, but the 1996 version will feature new die-cast parts and a heavy plastic base. I can't wait to see this one. This is a particularly useful accessory. Another great accessory that is returning is the 138 Water Tower. **Photo 34** is how it was planned to be decorated, but some positive changes have been made. The tower will be done in colors similar to those used on the original. This I'm pleased to see. The "concrete" die-cast base should certainly not be painted the same color as the superstructure and the tank should look as if it were wood, certainly not gray. The new water tower will also feature an updated mechanism to control the operating spout. Rather than the solenoid of the original, this will feature a gear driven mechanism to more slowly and realistically lower and raise the spout. Another "gotta have" accessory!

The back cover of the catalog shows the Service Station Set. There was no loco to photograph but **Photos 35 and 36** show the new DIE-CAST ore car. Yep, the entire car (not the load) is entirely die-cast. It sure has a nice heft to it. The No. 57 switcher pulling it will feature a Pullmor motor. The two ore cars included in the set are sequentially numbered and a third car is also available separately in the regular line.

All of the items in this second catalog will also feature Lionel's new box. Lionel looked at several options before deciding on the final box design. **Photos 37 and 38** show the front and back of the first design. This box merely switches the orange and blue colors. The box itself is made from recycled materials in consideration of environmental concerns. Initial feedback from retailers indicated the importance of a window on the box, so Lionel tried another style. **Photos 39 and 40** show the results. What's interesting is that the solid side with the Lionel "L" is the front and the window side is the back. **Photo 41** shows the end of the first and second box. **Photos 42 and 43** show the final box design, the one which will be used. Notice in **Photo 44** that the end flaps again have the folding sides which prevent them from curling. Notice also the recycled logo. This color scheme will also be used for new redesigned set boxes. We'll soon also see the end of the Styrofoam packing containers and a new more environmentally conscious package.

On the Lionel Horizon

There are several items in the catalog which are not priced and are being announced for 1997. For most of these there were no prototypes to photograph. **Photo 45** is one

exception. The Rock Island 027 set will feature the die-cast Alco and will feature the Command Control reverse unit. Included with the set will be a new Scout CAB. The prototype, which will change somewhat is shown in **Photo 45**. This new control will address only 5 engines and will have a reduced feature set from the CAB-1, but it will be in a price range to allow Command Control to be incorporated into 027 sets. Bravo! The more features that can be incorporated into lower priced sets, the more chance we have of enticing youngsters into the hobby.

The Lionel 773 will be returning in 1997. This loco will be made with the original tooling, including the die-cast tender. Jim Bunte expressed the importance being placed on refurbishing the original tooling. A set of Madison cars will also be made. These will feature names which honor the original Lionel Corporation. Also announced for 1997 is a General Electric AC4400 diesel. This diesel will feature something new - a die-cast frame.

Also on the horizon are some interesting new cars. The searchlight car with revolving searchlight will return and will be Control Command equipped. This means that the CAB-1 can be used to turn the light on or off, regulate its speed, allow it to be aimed and more. The Log unloading car will also be Command equipped allowing it to dump its load anywhere on the layout. No more need for lots of remote control tracks near all of your operating accessories.

Our final picture is of the new Lionel Visitor Center car just out this year **Photo 46**. These can be purchased only by visiting the Lionel Visitor's Center. This is I believe the fifth car in the series and the first which is not a box car.

Whew! As you can see the new Lionel is making an effort to be different. Their first attempt is a worthy one and we're excited to hear about some of the new ideas we'll see in the future. Jim Bunte made it clear that their plans are to bring back the nostalgic quality of the past into the future with new features and improved designs. Jim expressed on several occasions during our talk, the reverence the new management feels towards the Lionel name they now control. Their new product designs will show their respect for the accomplishments of the Lionel of our childhood. We'd like to thank Jim Bunte, Bill Steiner, and Mark Gordon for their help and courtesy during our visit. We wish the new Lionel the very best. This is definitely a new era in Lionel's history. We'll have more to say next issue, so stay tuned, since space has run out.

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If you're looking for some interesting and inexpensive collectibles, here's your chance!

So you've been thinking of boarding the Lionel memorabilia express but the high cost of a ticket gives you some concern. Before the express leaves the station, let me sell you on a discount ticket which just may be the best bargain in Lionelville.

Collecting Lionel memorabilia has changed a lot over the years since I became interested in this really fun part of our train hobby. A growing number of enthusiasts, interested in the modern era, and all time highest prices are just a few of the changes. One area of Lionel memorabilia that collectors have shown little interest in is Lionel toy train "club" items. For this reason, every Lionel fan, from the youngest engineer with their allowance or grandma money to the many older collectors in our ranks on fixed income and even the spouse who has no interest in the trains but wants to share their loved ones interest in the hobby will find toy train club memorabilia both enjoyable and affordable.

If I've convinced you to climb aboard the express, a good place to start your journey would be with Lionel's very own "The Lionel Rail Roaders Club". Over the years, the L.R.R.C. has offered some very unique club souvenirs, premiums, an outstanding newsletter and all Lionel catalogs delivered to your door for the small membership fee of only ten dollars a year. If you would like to add a display to your train room wall that's bright, colorful and a real eye catcher, then their yearly membership buttons are for you. The practice of giving a yearly membership button began in 1983 and is a unique feature. Today many of the back year's buttons are still available from the club for only one dollar each.



Just a few of the very collectable items that have been offered are club rolling stock, tractor trailers, playing cards, belt buckles and posters. As an added bonus, they have offered four different premiums to attract new members. Two different club patches and buttons have been offered to lucky new members so far. You might find these new member premiums are some of the more difficult L.R.R.C. items to acquire for your collection.

If you're a Lionel paper collector like me, the L.R.R.C. paper is for you. I've enjoyed collecting all the club newsletters; the membership cards, each with their own different logos, and even the club application forms, which have taken on many different designs and sizes over the years. I hope you'll enjoy your trip aboard the Lionel memorabilia express as much as I have, but you had better get your ticket and board fast. With all the recent changes at Lionel, I think these bargain price seats will go quickly.

Looking for a good inside source as to the most current developments at Lionel's headquarters and factory?

Then the club's newsletter, *The Inside Track* is for you. While second in my heart only to *The Lion Roars*, the L.R.R.C. newsletter is not only a good source of information, but the only way to get and keep up on the very latest club souvenirs and premiums.

True colors come through!

Thanks to all the LCCA Members who phoned or wrote in response to the October, 1995 *TLR* article on the #52004, Eastwood Vat Car. To set the record straight, a call was placed to them concerning the correct graphics on the sides of the car body.

According to Kaye Broom of Eastwood, the lettering on the production car is GOLD (as shown in the top photo sent in by Steve Garceau, RM #8025); was WHITE on the prototype car photographed for their sales brochure (shown in the center photo and what we incorrectly thought was the production color); which makes the one without any lettering (bottom photo sent in by Jim Pulvermacher, RM #15016) a unique and true variation.



More "Specialty Cars" articles are in the works, so stay tuned!

*Dennis Leon Clad, RM #10430
Amelia, Virginia*

A look at the ads and direct mail piece designed to grow the Club!

GROUP THERAPY FOR TRAIN NUTS, \$40*

Here's the group that loves what you love - The Lionel® Collectors Club of America. We're an 11,000 member worldwide organization of Lionel® hobbyists. We meet and share info. We buy, sell, swap and dream trains. We help each other improve our collections and better our investments in them.

With your membership of \$40 (\$10 initiation fee, \$30 annual dues) you receive:

- THE INTERCHANGE TRACK:** Get a train track to sell, buy or swap! Advertise in the free or the bi-monthly classified newsletter.
- THE LION ROARS:** Read about club news, maintenance tips, and new products in this beautiful bi-monthly color magazine.
- MEMBERSHIP ROUTE:** The best way to get in touch with our 12,000 members throughout the world.
- REGIONAL MEETS, ANNUAL CONVENTION:** Enjoy profit or our 25 regional meets, plus our annual convention.
- EXCLUSIVE LIONS:** Products every year, Lionel® makes a limited edition product available just to club members!

If you love Lionel®, join the club. Satisfaction is guaranteed or your money back.

*Includes \$10.00 initiation fee. Funds your dues for 100.00

IF YOU LOVE LIONEL®, JOIN THE CLUB!

Get Lion Roars! Send in this coupon or photocopy to LCCA, P.O. Box 478, La Salle, Illinois 61301. Please enclose a check or money order for \$40.

Name _____
 Age _____ (Must be 21 or older)
 Address _____
 City _____
 State _____ Zip _____
 Country _____
 Phone _____

BUY, SELL, SWAP, DEAL.

IT ALL HAPPENS IN LCCA'S "INTERCHANGE TRACK."

LIONEL® COLLECTORS CLUB OF AMERICA's Interchange Track, a bi-monthly publication, is the best resource a collector can have, and your subscription is free when you join the LCCA - a Club devoted exclusively to the Lionel® hobbyist. Loaded with thousands of items listed in numerical order, the Interchange Track by itself is worth more than the annual membership dues. Page after page, you'll find all kinds of Lionel® items to buy, sell or swap. Some as such a bargain you could call them a "deal!"

Every month brings a benefit of membership:

- The Interchange Track bi-monthly classified publication.
- The Lion Roars: A 20-page, bi-monthly color magazine packed with articles, layouts, repair tips, Club and event news.
- Route: A comprehensive directory that can put you in touch with any LCCA member, across the country and beyond.
- Lionel® Catalogs: Every new catalog released by Lionel® is mailed to you first!
- Regional Meets: Free admission for you and your family to approximately 25 LCCA meets held nationwide each year.

No other club offers so much! All for just \$30 a year (plus a \$10 one-time initiation fee). So what are you waiting for?

IF YOU LOVE LIONEL®, JOIN THE CLUB!

Get the Roars! Send in this coupon or photocopy to LCCA, P.O. Box 478, La Salle, Illinois 61301. Please enclose a check or money order for \$40.

Name _____
 Age _____ (Must be 21 or older)
 Address _____
 City _____
 State _____ Zip _____
 Country _____
 Phone _____

At the top of the page are the two ads the LCCA is currently running in *Classic Toy Trains*. As you can see, they are very colorful and eye-catching! When coupled with the direct mail piece (across the bottom of the page) that has been sent to more than 50,000 toy train enthusiasts, we've seen a very positive increase in our membership ranks. You too can help **your** Club to grow and spread the enjoyment of being an LCCA member by recruiting a friend or relative. (This will give you a chance to show off our excellent publications to the prospect.) **The more the merrier!**

THE PRIVILEGES OF MEMBERSHIP

FREE THE "LION ROARS" A glossy monthly magazine that publishes interestingly in the club members' interests. April, June, etc. It brings you club news and a collection of up-to-date reports. News, articles about new products and how to repair and maintain what you have. Free color cover photo with us in the magazine.

FREE THE "INTERCHANGE TRACK" The only nationwide hobbyist's publication that lists, buys, sells, or swaps your collection. Get into a nationwide network of collectors. One of these will have your train now in inventory for your Club postage is included with your club membership. Member address for sale.

FREE CLUB MEMBERSHIP ROUTER This comprehensive directory lists the names, addresses, and phone numbers of all LCCA members across the country and beyond. The router will be mailed to you and necessary membership or club Assoc. fee.

FREE ENJOY FREE REGIONAL MEETS that nationwide attendees attend the most enjoyable of events, and will each year in addition with Annual Conventions.

JOIN TODAY.

Complete this application, enclose in an envelope along with your check or credit card information and send to: Lionel® Collectors Club of America, P.O. Box 478, La Salle, Illinois 61301.

1978 LIONEL® COLLECTORS CLUB OF AMERICA 1996
 CELEBRATING OUR 25th ANNIVERSARY

DURING THE 1996 CONVENTION IN GRAND RAPIDS, MICHIGAN SCHEDULE A STOP AT ONE OF THESE EXCITING TOUR DESTINATIONS!

Grand Rapids
 Grand Rapids
 Grand Rapids
 Grand Rapids
 Grand Rapids

You can get TLR's back issues!

As a service to our Members, especially all the ones who have joined most recently, your Club's Librarian has a limited number of issues of *The Lion Roars* for sale.

The costs which includes postage is only \$2.50 per individual issue, any six issues for \$12, or \$10 for a full year. (Note: The only complete years still available are 1986, '87, '89, '90, '91, '92 & '95.)

Write out a list of the issues you want and mail it with your check or money order (in U.S. funds) made out to "LCCA" and send both to:

LCCA Business Office
P.O. Box 479
LaSalle, IL 61301

The TLR issues (month/year) available are:

				10/75,	12/75	
2/76,	4/76,	6/76,	8/76,		12/76	
2/77,						
2/78,	4/78,	6/78,		10/78,	12/78	
	4/79,	6/79,	8/79,	10/79,	12/79	
2/80,	4/80,		8/80,			
			8/81,	10/81,	12/81	
			8/82			
		6/83,		10/83		
	84TF,	6/84,	8/84,	10/84,	12/84	
	85TF,	4/85,	6/85,	8/85,	10/85,	12/85
2/86,	86TF,	4/86,	6/86,	8/86,	10/86,	12/86
2/87,	87TF,	4/87,	6/87,	8/87,	10/87,	12/87
	88TF,	4/88,	6/88,	8/88,	10/88,	12/88
2/89,	89TF,	4/89,	6/89,	8/89,	10/89,	12/89
2/90,	90TF,	4/90,	6/90,	8/90,	10/90,	12/90
1/91,	91TF,	4/91,	6/91,	8/91,	10/91,	12/91
2/92,		4/92,	6/92,	8/92,	10/92,	12/92
2/93,		4/93,	6/93,	8/93,		12/93
2/94,		4/94,	6/94,		10/94,	12/94
2/95,		4/95,	6/95,	8/95,	10/95,	12/95

(Note: TF stands for "Toy Fair" which was a 6 page LCCA publication in 1984-91.)

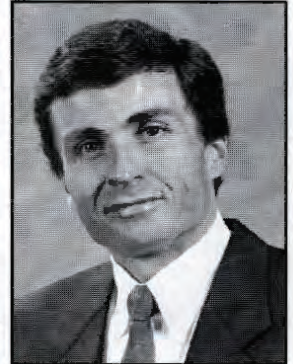
It should be noted that some of these issues are in very limited quantities and individual copies are subject to substitution. So, order early to get the ones you want!

*Hugh Warren, Librarian,
Lionel® Collectors Club of America*

**GARY MOREAU NAMED
CHIEF EXECUTIVE OFFICER
OF LIONEL**

CHESTERFIELD, MICHIGAN

Lionel L.L.C., the world's leading marketer and manufacturer of model and toy trains, announced that **Gary L. Moreau** has been named chief executive officer, effective January, 1996.



Mr. Moreau was president and chief operating officer of Oneida Ltd., an international diversified manufacturer and marketer of consumer/industrial tableware and giftware, and fabricated wire products.

Martin S. Davis, chief executive and managing partner of Wellspring Associates L.L.C., the majority owner of Lionel, said: "Gary Moreau is an outstanding selection to lead Lionel. He is a seasoned executive in a customer-driven industry and thus possesses many of the skills that are crucial in the model train industry. We are pleased that his diverse talents will be directed towards fulfilling our common goals of earning growth and constantly providing our customers with a line of creative and innovative products."

Mr. Moreau said: "I am thrilled to have the unique opportunity to head Lionel at this exciting point in its history. The company is highly profitable with a large and loyal customer base and new ownership committed to its continued growth. I look forward to leveraging its brand recognition and refining its product line to create added value for all of the company's constituencies."

Mr. Moreau joined Oneida in 1977 in the financial department and had risen through the ranks of the company, gaining extensive experience in all facets of the business, including materials management, product development, and sales and marketing. He assumed the president/CEO position at Oneida in 1991.

Mr. Moreau is a member of the board of directors of Fay's, Inc., a diversified NYSE-listed retail company, and of the National Tabletop & Giftware Association, of which he is the past president. He was recognized by the World Economic Forum of Geneva, Switzerland as one of 200 Global Leaders of Tomorrow from around the world.

Lionel began making electric trains in 1900 and today manufactures and markets over 350 products for the model railroader. The company was acquired by Wellspring Associates L.L.C. in October, 1995.

Lionel® Collectors Club of America

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Who To Contact:

President - Always available and as a last resort.

Vice President - Schedule a meet.

Immediate Past President - Complaint against another member.

Secretary - Any administrative action not handled by the LCCA Business Office.

Assistant Secretary - Certificates of membership and certificates of appreciation.

Treasurer - Club finances only.

Librarian - Back issues sales of *The Lion Roars*.

LCCA Business Office - Applications for membership, replacement of membership cards, reinstatements, change of address, phone number changes, death notice, commemorative orders, convention registration and Club mementos.

Contacting the Business Office

The only method to contact the LCCA Business Office is in writing.

Editor's Notes and A Look Ahead

Now that the Holiday Season is past, it's time to look ahead to some of the upcoming highlights throughout the New Year. First of all, the deadline for ordering your 1996 Convention Car(s) is March 1st. This may be the last opportunity you'll have to purchase the excellent piece at a reasonable price. Next, the 26th Annual Convention Brochure is included with this issue, so, once you've read through *TLR* and dreamed through the two Lionel catalogs, take some time to go over the activities planned for this gala event (it's really a "Grand" party) and send in your Registration early. I'm looking forward to the festivities and will be pleased to meet with you here in my home State. Also, many members have come forward with some outstanding articles and ideas for everyone to enjoy in future issues. So, as they say in the media business, "Stay tuned"! Lastly, a combination "You're Welcome/Thank You" to all the members who sent cards, notes and letters about their enjoyment with the LCCA's excellent publications. It makes our efforts all worthwhile to hear from you!

Don Carlson, Editor

Mailing Method

This edition of *The Lion Roars* was sent to you via Third Class postage around the middle of the month. This change from the previous Second Class or Bulk Rate was necessary because of the Lionel catalogs included in the envelope. *The Lion Roars* is mailed to you based on the information provided to the LCCA Business Office. Computer records maintained there are updated monthly and used to create the mailing labels. It is the member's responsibility to notify the LCCA Business Office at least 60 days in advance of a change of address to insure that your publications will arrive without interruption. If **you have not recently changed** your address and your *Lion Roars* did not arrive by the end of the month of its scheduled date, notify your local Post Office and fill out their U. S. Postal Service Consumer Service Card (PS Form 4314-C, July 1991) so that they can follow-up for you. If your *TLR* cannot be found, notify the Editor.

Articles Wanted

Contents within each issue of *The Lion Roars* depend upon input from you, the membership. Many of you have submitted articles and photographs for us to publish. We continue to appeal to all of you to contact any member of the *TLR* Editorial Team should you have an idea for a story or just want to share your layout with the membership. (Refer to the February, 1994 issue for details.)

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Here's an **Up Close** look at details on the *special souvenir* for this year's Convention in Grand Rapids!



Lionel will exclusively manufacture for the LCCA a Station Platform with special markings on **both** roof ends, along with a set of unique signs from several of the tour sights included in our 26th Annual Convention.



One of these distinctively decorated platforms will be in each Registration Package and some may be available for sale at the Convention.

It will be a *great* piece for you to add to your layout and "show-off" your participation at another super Club event!

As in the past, members who pay the \$35 Registration Fee but, cannot attend the Convention will receive a complete Registration Package and Souvenir postpaid.